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This Week—

BY M. I. N. I.

A hot week for the War and Navy Departments. An investigation by the Grand Jury of certain allegations in connection with the Assistant Secretary of War's office, revelations of excess profits by manufacturers of seaplanes for the Navy. No officers of the Regular Establishments involved. Because expected that arouses no comment. But it is all to the good, notwithstanding.

And progress at the Capitol in matters of Service interest. Passage of the Vinson bill, known in the Senate the Trammell bill, is assured; pressure by Representative McSwain of the bill for the increase of the Army Air corps. Still we wait for action abolishing the pay cut and the pay freeze!

The President manifested his displeasure at the article published by *Liberty* from the pen of Assistant Secretary Woodring indicating that the CCC had been given military characteristics. This, of course, was incorrect, and Mr. Roosevelt so stated. It would be a good thing if physical training such as the Army enjoys were provided. It would make the men better fitted to grapple with the future.

Secretary Dern, referring to rumors instigated by interested parties that he proposed to resign, said he intended to remain on the job. I am glad these rumors are set at rest; Mr. Dern is a square man in a square hole.

If Secretary Swanson should be compelled to relinquish the naval portfolio because of ill health, I am told Assistant Secretary Roosevelt would succeed him. That would be an admirable choice, Mr. President.

There will be relief for the civilian instructors dismissed from the Naval Academy. They had their champions in the Senate Appropriations Committee. The Committee preferred the policy in force but the Senate reversed them.

Rear Admiral Leahy, chief of Navigation, made a strong plea to have the Senate authorize servants for the ranking officers of shore stations. He claimed it was almost impossible to get the right kind of commandants in consequence of the expense of hired help.

The House of Representatives in the Naval Appropriation bill restored the Great Lakes Naval Training Station to an operative status. The Senate substituted Newport. The Conference committee should provide for both. Great Lakes is a center that makes friends for the Service all through the Middle West.

Lieut. Col. Thomas W. Hammond, who retired a few weeks ago, has been appointed Deputy Commissioner of Sanitation. (Please turn to Page 470)

Committee May Reject
Pay Freeze Provisions

A decision which should give back longevity increases to officers, nurses and enlisted men of armed services after July 1 was voted by the Senate Committee on Appropriations this week.

After deciding last week to abolish the pay "freeze" as far as the pay period increases of the six services under the 1922 Pay Act are concerned, the Senate Committee handling the Independent Offices bill, voted to restore automatic increases to the Foreign Service, postal clerks, District of Columbia teachers, firemen and policemen, and others who have suffered from the "freeze."

In principle, this should give back "fogies" to the military and naval services, for the increases in grade and the increases in the other groups are all longevity increases. Whether it does so or not depends upon the way in which the committee drafts this amendment in the bill. The group simply voted to restore automatic increases to these civilian services without considering the armed services longevity. If the bill simply drops section 201 from the bill, merely fails to mention it at all, it will die at the end of the present fiscal year. However, if it retains the language of the Bloch amendment, published in the JOURNAL last week and which is contained in the subcommittee print of the bill, and then adds another provision allowing automatic increases in the civilian services, the armed services will still lose their "fogies."

The committee is still tied up over the Veterans provisions of the bill and probably will not report it for some time. Until they finally adopt and report out the measure it will not be known definitely what the situation is. Not only the members handling the bill but the clerks of the committee state that they are not sure whether the services will get their longevity or not under the decision reached earlier in the week.

Longevity increases in the armed services and the longevity allowed the certain civilian services who are benefited are in exactly the same category and it is believed that if the situation was called to the attention of the committee that the former would be included. It is expected that if language of the bill does not include the military and naval services that representatives of the War and Navy Departments will endeavor to have it changed.

The decision of the Senate committee as to the pay cut arrived at last week remains unchanged. Five per cent would be restored immediately, as of Feb. 1 as the bill now stands, five per cent in June, with authority in the President to give back the remainder if the cost of living rises. The Senate and House are sure to adopt this if the move to restore the entire pay cut fails and the President agrees to the committee proposal. When the bill reaches the floor of the Senate a fight to restore the full pay schedules immediately will be waged, with a fair chance for its success predicted. The House is expected to accept anything the Senate agrees on, but the (Please turn to Page 483)

Army and Navy to Carry
the Mails

President Roosevelt yesterday announced the cancellation of all domestic air mail contracts.

Pending new arrangements, it was announced, orders will be issued authorizing the Army and Navy to carry such mail. Army and Navy aircraft and pilots will be placed at the disposal of the Post Office Department for this purpose.

Naval Appropriations
Bill Passed by Senate

The Senate yesterday passed the Navy appropriation bill after very brief consideration. All committee amendments were approved and three additional changes were written into the bill from the floor.

The Secretary of the Navy was authorized to reinstate civilian instructors at the Naval Academy who had been dropped and \$52,370 was added for that purpose. Another amendment approved permits the use of Navy enlisted men in officers' messes of seagoing units temporarily stationed on shore. The only other change permits the printing of certain Naval historical records as government documents.

The Navy Department appropriation bill for the fiscal year 1935 was reported by the Appropriations Committee with slight changes over the form approved by the House.

As reported to the Senate the bill carried \$284,862,684 a net increase of \$115,440, over the House total. Additional funds to permit the payment of flight pay to the present number of officers and enlisted men and to those qualifying as flyers next year was approved. Fifty-five thousand dollars was given to the Marine Corps for transportation of troops, and funds were added to permit the reopening of the Newport, R. I., Training Station.

Practically the entire delegation of Senators from the New England states came before the committee to urge reopening the Newport Station and the committee provided funds for this purpose. However, in so doing, the committee knocked out the funds put in by the House for reopening the Great Lakes, (Ill.) Training Station. The money for reopening the latter station was inserted by the House Appropriations Committee voluntarily, and not at the request of the Navy Department.

Representatives of the Navy Department appeared before the committee to urge restoration of some of the cuts, but with the exception of the above, none was granted by the group. Additional funds were asked for the personal allowances of naval attaches, which will have to be cut in half under the bill, for increases in the funds for Marine Corps Reserve training and in funds to meet the rising costs.

Chief of Staff Relates
Plans on Air Progress

Development of the GHQ Air Force plan by the General Staff, the inadequateness of the present air equipment of the Army, and the need for a planned development such as that outlined by the War Department was explained to the House Military Affairs Committee by General Douglas MacArthur, Chief of Staff, during its executive sessions concluded this week.

General MacArthur told the committee that with the passing of the office of the Assistant Secretary of War for Air the Chief of Staff for the first time came into direct supervision of the problems of the air and that after studies and analyses the GHQ Air Force and new 5-year plan, revealed last week, was determined upon to give the Air component a development program.

The Chief of Staff also related that under the new set-up the Assistant Secretary of War handles air purchases. "If," he declared, "up until the time this new arrangement went into effect, any errors and mistakes have been made in the procurement of Army aircraft, they can be attributed only to the air elements themselves, since the General Staff has had nothing to do with such questions. Responsibility for these functions rested entirely with the Chief of the Air Corps and with the Assistant Secretary for Aviation."

General MacArthur's statement was made to the House committee in executive session Jan. 21.

Representative, John J. McSwain, (Chairman), presided and introduced General MacArthur as follows:

"Gentlemen of the Committee, we are very glad indeed to have the Chief of Staff of the United States Army present this morning. Gen. Douglas MacArthur, with his Deputy Chief of Staff and some of his personal aides.

"I was very much pleased to notice, General MacArthur, in the press of last Saturday and Sunday, I think it was, a statement concerning a suggestion from the War Department to increase the air power of the Army of the United States; and the Committee, I am quite sure will agree with me that the air power of the United States is a very vital and important factor in the event of future conflict. We assume, of course, General MacArthur, that that statement, at least, quasi-official, or, at least, that the War Department knew something about it; that it was not mere newspaper talk; or, at least, we hope it is not mere newspaper talk. We want to have you state this morning, if you will, your own views and the War Department views, if you can, regarding the proposed increase in the air power of the Army. You may direct your remarks as you think best to this general subject which is now before us, and which is engaging the attention of the entire public. It is surprising how many resolutions I receive on my desk every day from Chambers of Commerce, civic bodies, as well as associations of Reserve officers, and others, urging the expansion and increase in the air power, (Please turn to Page 475)

Newspaper Editors Comment on Matters of Interest to the Army and Navy

Matters of interest to the personnel of the armed services of the United States have been the subject of comment by the editors of leading newspapers.

"The idealistic and thoroughly impractical hopes which were engendered by the London and Washington naval treaties are clearly ended," declares the *Ohio State Journal*. "The five leading powers are definitely embarked upon a program of navy expansion that not only forecasts the end of the limitation pacts but emphasizes the fact that henceforth each nation will go on its own, for better or for worse, and to the extent of their individual abilities create what in their judgments are adequate fleets for defense. * * *

"Until 1936 the London and Washington treaties place certain limitations on all the signatory countries. Obviously the current activity is designed to get the countries involved as nearly at treaty limits as possible by the time the pact is discarded. After that the real race will be on.

"The policy of the United States under the circumstances should be one of attending to her own knitting and prepare herself for any eventuality, as the policy of President Roosevelt evidently is."

Under the heading "The Plight of the Private," the *Columbus, Ga., Ledger* carries the following:

"A soldier at Fort Benning, bridegroom of a day, swallowed poison Tuesday night upon realizing that his monthly pay of \$16.35 would hardly be sufficient to support his bride in a manner that she could be happy—if really in any manner at all.

"If the soldier had deliberately planned to be a martyr to the cause of protesting the low pay a private soldier receives, he could not have handled the matter better. But he had no such idea in mind. It was the happiness of his young wife that he had in mind, and undoubtedly he had brooded throughout his first day of marriage upon the dilemma contained in an effort to make \$16.35 support a wife for thirty days—about fifty cents a day. * * *

"It can easily be said that a private soldier should not marry. And if human nature had been constructed by man, he would doubtless have made alterations for those who intended to be private soldiers. But facts are still facts; they are basic in life, and they are stronger than human arrangements. Not, however, that we would encourage privates to rush out and get married.

"But the American government has given recognition in general to the need of the common man to obtain a living wage. The C.C.C. forces receive a dollar a day and more in addition to their sustenance. These are young men, some quite young. Certainly, the soldier should receive as much. The government is championing the NRA principles, and it does appear that its fighting forces should not be excluded from the practical ideals.

"The present Congress should give consideration to this point when its appropriations committees of House and Senate write their money bills for the year. Let them ponder the case of the bridegroom who thought that death was better and easier than trying to support a wife on the present private's pay."

Vinson Bill Amended

With minor amendments made by the Senate Committee on Naval Affairs, the Vinson bill to build the Navy up to treaty strength and keep it there, is now on the Senate calendar waiting to be considered.

A golden opportunity to get the measure through the Senate was missed last week when Senator Joseph Robinson of Arkansas, Democratic leader of the upper house, asked members handling the bill to bring it up immediately, nothing being before the Senate at the time. Leaders of the Senate naval committee, however, wanted time to consider the amendments put on the measure on the floor of the House, although the original bill had already been approved by the committee, and were not ready to take advantage of the opening in the Senate's crowded calendar.

This week, Senator Park Trammell of Florida, chairman of the Senate naval committee, has been ill, and nothing has

been done to push the measure. It is expected, however, that the bill can be considered and passed, within a short time. Sponsors of the naval building project do not want to delay it too long, for if left to the closing days of the session, a filibuster on the part of its opponents might prevent passage.

The amendments made by the Senate committee alter the changes made on the floor of the House. One of these places discretion in the President as to the division of the vessels half and half between navy yards and private shipbuilders, and also changes the House provision that the ships shall be laid down alternatively in the public and private yards, so that the total tonnage shall be divided equally.

In the other Senate committee amendment, the language of the limitation made by the House on the profits of shipbuilders was strengthened. Provision was made for opening the books of the firms to Government inspection.

Text of Amended Bill

The text of HR 6004, as it passed the House, follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the composition of the United States Navy with respect to the categories of vessels limited by the treaties signed at Washington, February 6, 1922, and at London, April 22, 1930, is hereby established at the limit prescribed by those treaties.

Sec. 2. That subject to the provisions of the treaties signed at Washington, February 6, 1922, and at London, April 22, 1930, the President of the United States is hereby authorized to undertake prior to December 31, 1936, or as soon thereafter as he may deem it advisable (in addition to the six cruisers not yet constructed under the Act approved February 13, 1929 (45 Stat. 1105), and in addition to the vessels being constructed pursuant to Executive Order Numbered 6174 of June 16, 1933), the construction of: (a) One aircraft carrier of approximately fifteen thousand tons standard displacement, to replace the experimental aircraft carrier Langley; (b) ninety-nine thousand two hundred tons aggregate of destroyers to replace over-age destroyers; (c) thirty-five thousand five hundred and thirty tons aggregate of submarines to replace over-age submarines: *Provided*, That the President of the United States is hereby authorized to

A somewhat similar story is told by the *Honolulu Advertiser*.

"There is grim food for thought, for the gentlemen who so blithely and casually arrange wage cuts for federal employees, in the unhappy death by his own hand of a young army officer a day or so ago. He was a self-made man, if ever there was one. He enlisted in one branch of the service and by his own ability and energy won an appointment to West Point and received his commission. He was sent to Hawaii. The other morning he was found dead in his quarters, a bullet through his brain. There was no apparent reason for his act.

"In a letter left behind for his mother was the poignant remark that she would be better off now that she would have his insurance instead of the little that he was able to contribute, alive, to her support from his pay. The same day the press carried stories that indicated that severe pay cuts would be restored soon to the army and navy. * * *

"Somehow I think that this young man's life was of more value to his country than that of many of the men who voted, not long ago, to slash his pay, meager enough at its highest point. Rudyard Kipling wrote a poem about a thin red line of heroes—which tells the story."

"President Roosevelt's recommendations as to War Department expenditures during next fiscal year should receive congressional approval," comments the *San Antonio Express*.

"President Roosevelt takes deep interest in aviation. He recommends that appropriations for the Army Air Corps be increased by \$9,850,580 for 1934-35, so that contracted obligations for plane-construction may be met when due. * * *

"The Air Corps is below the authorized strength in both personnel and materiel, and now should be brought up to the figures considered necessary for efficient service. It should enroll at least 1,650 Regular and 550 Reserve officers and 15,000 enlisted men.

"By an agreement between the War and Navy departments—concluded in 1931—the Army Air Corps must aerially defend this country's coasts, as well as those of Puerto Rico, the Virgin Islands, the Canal Zone, Hawaii, Alaska and the Philippines.

"Permanent coast defenses have been changed in character considerably since the airplane was invented. Such works still are useful to protect seaboard cities against naval attacks, but must be supplemented by aerial defense, anti-aircraft pieces and mobile heavy artillery. * * *

"It is regrettable that the Government again feels compelled to cut the funds for the Citizens' Military Training Camps. * * *

"The C. M. T. C. movement has been highly popular, enabling many youths to acquire a sound knowledge of both civic principles and the rudiments of the military art.

"The Regular Army—now limited to 12,000 officers and 118,750 enlisted men—should be increased to 14,000 officers and 125,000 rank-and-file, excluding the Air Corps, as a minimum for national-defense purposes."

replace, by vessels of modern design and construction, vessels in the Navy in the categories limited by the treaties signed at Washington, February 6, 1922, and at London, April 22, 1930, when their replacement is permitted by the said treaties: *Provided further*, That the President is hereby authorized to procure the necessary naval aircraft for vessels and other naval purposes in numbers commensurate with a treaty navy: *Provided further*, That the first and each succeeding alternate vessel of each category, except the fifteen thousand-ton aircraft carrier, upon which work is undertaken, and the main engines, armor, and armament for such vessels, the construction and manufacture of which is authorized by this Act, shall be constructed or manufactured in the Government navy yards, naval stations, naval gun factories, naval ordnance plants, or arsenals of the United States, except such material or parts as were not customarily manufactured in such Government plants prior to February 13, 1929.

Sec. 3. The Secretary of the Navy is hereby directed to submit annually to the Bureau of the Budget estimates for the construction of the foregoing vessels and aircraft; and there is hereby authorized to be appropriated such sums as may be necessary to carry into effect the provisions of this Act: *Provided, however*, That no such appropriation shall be used for any contract with steel or aircraft or shipbuilding firms or corporations unless the said firm or corporation shall agree to limit its net profit on such Government contract to 10 per centum of the gross of the contract.

Sec. 4. That in the event of international agreement for the further limitations of naval armament to which the United States is signatory, the President is hereby authorized and empowered to suspend so much of its naval construction authorized by this Act as may be necessary to bring the naval armament of the United States within the limitation so agreed upon, except that such suspension shall not apply to vessels actually under construction.

The first Senate committee amendment strikes out the last 14 lines of section 2 above, beginning with the words "provided further" and ending with the words "prior to Feb. 13, 1929," and substitutes, the following in lieu thereof:

Provided further, That not less than half the tonnage (and such tonnage in addition thereto as the Government is now or may hereafter be equipped to manufacture or construct) the construction and/or manufacture of which is authorized by this act

(except the 15,000-ton aircraft carrier under construction and except such materials or parts as the Government was not customarily manufacturing on February 13, 1929, and is not at the time of construction equipped to manufacture or construct) shall in the same ratio of tonnage as being constructed in private shipyards, be constructed and/or manufactured in the Government navy yards, naval stations, naval gun factories, naval ordnance plants, arsenals, and/or plants or factories of the United States now or hereafter equipped for the manufacture or construction of naval vessels and/or the equipment therefor;

Provided, That if inconsistent with the public interests in any year to have a vessel or vessels constructed as otherwise required above, the President may have such vessel or vessels built in a Government or private yard as he may direct.

The other amendment inserts the words "not more than" before the words "10 per" in the next to the last line of Sec. 3, and adds the following at the end of Sec. 3:

And provided further, That every such contract shall provide that the books, records, accounts, contracts, memoranda, documents, papers, and correspondence of the contractor and of its affiliates and subsidiaries and of each and every subcontractor, shall, during the usual hours of business, be subject to examination by the Bureau of the Budget or by any duly authorized representative of either House of the Congress. As used in this section the word "subsidiary" means any person over whom or which such contractor has actual or legal control, whether by stock ownership or otherwise; and the term "affiliate" means any person who has actual or legal control over such contractor whether by stock ownership or otherwise.

Warrant Officer Course

The Bureau of Navigation plans to assign five or six radio electricians or chief radio electricians for an eleven month course of instruction in radio and sound engineering, at the Naval Research Laboratory, Bellevue, D. C., beginning on or about Oct. 1, 1934. Applications for assignment to this course should reach this Bureau prior to May 1, 1934.

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General Mitchell's Testimony

Citing the recent charges of graft and profiteering in Government aircraft purchasing and airmail contracts as an example of the failure of the present set-up of Federal aviation activities, Brig. Gen. William Mitchell, resigned, Chief of the Air Service of the A.E.F. testifying before the House Military Affairs Committee on Thursday urged the consolidation of these agencies into one Department of Aeronautics.

"The left hand does not know what the right hand is doing," he said, "If you would put military aviation, the aeronautics branch of the Department of Commerce, and the air mail under one head you would not have this trouble. You could then put your finger on what is doing."

General Mitchell said that he would leave Naval aviation and Marine Corps aviation under the Navy, though restricting the former to operating from vessels. Procurement of Naval and Marine Corps airplanes, however, would be made through the Department of Aeronautics, under his plan. The airmail should be operated by this Department, he said, with the pilots all enrolled in the air force reserve, putting in periods of active duty training each year.

Creation of this separate air department is the only remedy for the "decadence" of military aviation in this country, General Mitchell stated, declaring that the United States has dropped far behind the rest of the world in the development of aircraft. He scoffed at those who contend that we are ahead or abreast of other nations.

"Not everyone can go to Europe and get accurate information," he stated, "Some of these people go over there and come back and say we are ahead of them. They just don't show them what they have got. I know what is going on in Europe and Japan, however. We old timers get together, go to dinner a couple of times, and I find out what they have. In England, France and Italy, where they have separate air ministries and have developed aviation, they are far ahead of us."

The Army Air Corps, he said, is in much worse shape today than it was ten years ago.

"There is no comparison between the efficiency of the Air Corps, now and ten years ago," he said, "The personnel have been pounded on the head so much by the Army that they cannot call their souls their own. When they come before you here they are afraid to speak their minds."

General Mitchell was called before the House military committee by Representative J. J. McSwain, chairman, in the first open meeting held this session in the "Investigation of national defense" which the committee has been holding. The General testified along the same lines at hearings of the same investigation in the last Congress. His testimony this week followed that of officers of the War Department, which, however, was given in executive session.

In beginning his statement, General Mitchell went back to the first stages of the development of aviation in the Army. The first appropriation for military aviation was gotten in 1915, he declared, over the objections of the War Department. He stated that he had been sent abroad to study aircraft of the warring armies and he recommended the procurement of the best type in use.

"My recommendations were ignored. The profiteers had gotten busy and they palmed off a lot of junk on the Army. It was criminal. The Liberty motor was the worst thing put over, but there were others."

"Despite poor planes," he said, "a wonderful organization of trained pilots was worked out in France. If the war had lasted longer, we alone could have finished it."

"Following the war," he continued, "this organization was kept up and great strides were made in advancement of aircraft design and operation."

"This was in spite of the opposition of the War and Navy Departments," General Mitchell said, "The Navy De-

partment tried to stop our bombing in every way possible. The older services went to any lengths to stop us."

"Then, however, the profiteers got control of the Government," he continued, "Merchants controlled the Government under Coolidge and Hoover. The aircraft manufacturers took over the 'advancement' of aviation. Money was poured into the factories, but no improvements were made. They could make more money by building the old designs."

A member of the committee interrupted to ask him what he meant by "merchants."

"A 'merchant' is a person who has something to sell," he answered. "Herbert Hoover was a 'merchant.'"

"It was because the Government was turned over to the 'merchants' that I got into trouble," he added, "I wouldn't stand for it."

Referring later to his court martial, General Mitchell said that "it was perfectly proper" for the War Department to try him on the charges they did as he had been guilty of "conduct prejudicial to good order and discipline," but that he felt the interests of national defense called for him to act as he did.

"Would it not be a good thing for national defense for several members of the Air Corps to be court-martialed occasionally for talking as you did," asked Representative W. Frank James, ranking Republican of the committee and a member of the Morrow Board.

"Well, I don't know," General Mitchell replied, "Sometimes, its pretty hard to eat."

Questions put to General Mitchell by members of the committee were directed to the advisability of changing the present set-up of the Air Corps under the War Department. Chairman McSwain told him, following his advocacy of a separate department for air, that the committee did not have jurisdiction over this matter, and the members queries were as to his opinion of the merits of a separate promotion list, a separate budget, the placing of aircraft procurement under the Air Corps, and the other features of the McSwain bill.

Asked whether he felt that the Chief of Air Corps should have the rank of lieutenant general, General Mitchell said that the office should have the same rank as the Chief of Staff. Questioned as to whether the General Staff should have the power now vested in it, he said that the duties of the General Staff should be confined to preparing studies for war and that its administrative features should be stripped from it.

"Would you move it out of Washington," he was asked by Representative Goss.

"I've often thought this would be best," was the answer.

The GHQ air force proposal of the War Department, now before the committee, General Mitchell dismissed with the statement that it had been drawn up in 1917.

When questioned as to the present strength of the Air Corps, General Mitchell said that we have 47 bombers, 150 pursuit planes and 47 observation planes. The bombers are all of an obsolete type, he said.

"We should have at least 400 bombers," he stated, "We should have about 2400 planes altogether in the United States, about 200 interceptor-pursuit planes in Panama, and skeleton forces in Hawaii and Alaska. We can send planes readily to support these places. With good planes we can fly to Hawaii in six or seven hours."

Besides the planes, General Mitchell proposed the building of underground air fortresses in the United States and in Hawaii and Alaska. The latter territory is our danger point, he said.

"Japan," he said, "is deluding us with their navy. They are building up their air force to take Alaska."

Calling attention to the fact that General Mitchell's proposal for aircraft Procurement was not as large as the War Department's, Representative Paul Kvale, Farmer-Labor member of the committee from Minnesota, observed.

"I want the record to show clearly

that General Mitchell is opposed to large purchases of what he calls obsolete aircraft and favors instead development of training of personnel, especially in the Reserve."

"That is right," the General answered.

Foreign Service Pay

Legislation authorizing the repayment of losses sustained since July 15, 1933 by personnel of the Government on duty in foreign countries as a result of the depreciation of the dollar abroad was submitted to Congress this week by the Administration.

The measure, which will restore losses sustained by military and naval attaches abroad, officers and enlisted men of the Army in China, and all other personnel serving in foreign countries, was immediately introduced by Representative Sam D. McReynolds, chairman of the House Committee on Foreign Affairs, and hearings started yesterday.

As finally drafted and approved by the Bureau of the Budget, the bill simply authorizes appropriations for the President, "in his discretion and under such regulations as he may prescribe," to meet losses sustained on and after July 15, 1933, by officers and employees of the United States in foreign countries due to the appreciation of the foreign currencies in their relation to the American dollar. A previous draft of the bill, drawn by the Department of State, described in the JOURNAL last week, prescribed a detailed method for handling the matter.

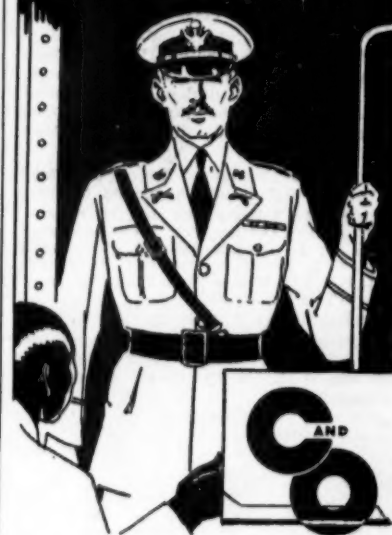
The bill not only will permit payment in the future of full pay, in the terms of the country in which serving, but will reimburse losses sustained since last July 15th. How this will be done, whether by making payment in the money of the country where stationed by higher and varying pay checks in dollars, remains to be decided by the Chief Executive.

Early action on the bill is expected. Chairman McReynolds promises speed in handling it, and Secretary of State, Cordell Hull declared, in submitting the measure to Congress:

"The bill is submitted in accordance with the desire of the President and it has the approval of the Director of the Budget. I greatly hope that you will be able to secure the passage of this measure by the House at the earliest possible moment, in order that the deplorable conditions existing among the officers and employees of the Government in foreign countries may be remedied without delay."

The text of the bill follows: "Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That there are authorized to be appropriated annually such sums as may be necessary to enable the President, in his discretion and under such regulations as he may prescribe and notwithstanding the provisions of any other Acts and upon recommendation of the Director of the Budget, to meet losses sustained on and after July 15, 1933, by officers and employees of the United States in foreign countries due to the appreciation of foreign currencies in their relation to the American dollar, and to cover any deficiency in the accounts of the Treasurer of the United States, including interest, arising out of the arrangement approved by the President on July 27, 1933, for the conversion into foreign currencies of checks and drafts of officers and employees for salaries and expenses: Provided that such action as the President may take shall be binding upon all officers of the Government: Provided further, that no payments authorized by this act shall be made to any officers or employees for periods during which their checks or drafts were converted into foreign currencies under the arrangement herein before referred to: Provided further, that allowances and expenditures pursuant to this act shall not be subject to income taxes and Provided further, that the Director of the Budget shall all expenditures made for this purpose annually with the Budget estimates."

STILL "AN OFFICER AND A GENTLEMAN"



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THE UNITED STATES ARMY



New Benning Classes

The Regular Army Enlisted Men's Communications Course will open Feb. 12, 1934, at the Infantry School, Ft. Benning, Ga., and will be attended by eleven selected enlisted men—one each from the 6th, 8th, 9th, 10th, 11th, 12th, 16th, 18th, 22d, 23d and 34th Infantry Regiments. The class will graduate May 25 1934.

The National Guard and Reserve Company Officers' Course, Infantry School, will open Feb. 26, and will be attended by 24 National Guard and 17 Reserve officers. This class will graduate May 26.

Following is a list of the enlisted men to attend the Communications Course:

Tech. Sgt. M. J. Barry Pvt. 1Cl. M. Koch
Sgt. A. H. Landrum Pvt. 1Cl. C. L. Morgan
Cpl. W. L. McShea Pvt. 1Cl. E. T. Street
Cpl. E. L. Patterson Pvt. Ray C. Bauman
Pvt. 1Cl. H. T. Hamor Pvt. D. H. Harris
Pvt. 1Cl. O. E. Kirel

Following is a list of the National Guard officers. The list of Reserve officers is not available as their orders will be issued direct by Corps Area Commanders.

Captains

H. H. Bentley	R. R. Moore
S. C. Burke	H. A. Rattermann
G. H. Cless	C. N. Staley
B. Franklin	H. A. Thompson
H. C. Gibb	T. D. Walker
D. H. Hudelson	W. H. Williams
C. H. Jones	L. Zimmerman
R. E. Moore	

First Lieutenants

J. A. Amberg	G. R. Momeyer
J. J. Fogarty	P. J. Rogares
L. M. Kirk	F. C. Smith
D. J. Lawder	L. J. Thompson

Second Lieutenant

C. W. Springer

Corps Area Judge Advocate

Ft. Hayes, Ohio—Capt. John M. Weir, JAGD, 5th Corps Area headquarters, is announced as Judge Advocate vice Maj. William M. Connor, JAGD, transferred.

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ARMY-NAVY GOODS CATALOG, 364 pages, illustrated, 50 cents. Shows antique and modern firearms, swords, medals, etc. Est. 1885. Francis Bannerman Sons, 591 Bowry, New York City.

Tours of Foreign Service

The War Department has submitted a favorable report to the House Committee on Military Affairs on HR 6187 the bill to repeal the present requirement of law that foreign service tours for the Army, Navy and Marine Corps must be at least three years.

In its report the War Department points out that HR 6187 would repeal provisions of the act of March 4, 1915 and of the act of March 3, 1933 relating to length of such tours. The earlier act prohibits the government from keeping officers or men in the Philippine Islands more than two years or in the Panama Canal Zone more than three years, while the act of 1933 requires that they must keep them at least three years in the Philippines, Asiatic Station, China, Hawaii, Puerto Rico and Canal Zone.

"Prior to the passage of the Act of March 3, 1933," Secretary of War Dern said in a letter to Representative McSwain, chairman of the House Military Committee, "there was no provision of law of a similar nature which restrained the President, in the exercise of his functions as Commander-in-Chief of the Army, from ordering personnel of the Army to and from foreign service stations as he deemed in the interest of the service or of the United States, except the provision of the Act of March 4, 1916, which Act prevented the enforced service of personnel in certain places for a period of longer than was considered safe for the health and efficiency of the personnel. Even under these latter provisions, in case of emergency, all restrictions on the President, in this respect, were removed.

"The effect of HR 6187 would be to leave to the discretion of the President the determination of the times at which individuals of the services mentioned might be ordered from foreign service stations to the continental United States. It is the opinion of the War Department that the period that personnel remain on foreign service should properly be a matter of executive discretion rather than legislative action, and that, within the appropriations made available by the Congress, the President in his capacity as commander-in-chief, should be free to direct such movements of personnel of the Army as he considers advisable, in the interest of the service and in the public interest."

"So long as the present general policy

reference foreign service tours remains unchanged, the proposed legislation will not cause a charge upon the Treasury.

"The proposed legislation pertains to the Army, the Navy, and the Marine Corps. So far as it concerns the Army, the War Department recommends the enactment of the proposed legislation."

7th Bomb. Gp. Field Exercises

March Field, Calif.—Thirty officers and enlisted men of the Seventh Bombardment Group at March Field, Riverside, Calif., took off at about 12.15 p.m. Jan. 22 on a mission simulating an attack on enemy naval vessels and ending in an over-night field exercise at Long Beach, Calif. After taking-off the three bombardment squadrons split up and were assigned "dispersion fields" in which to land while awaiting radio instructions to continue with the mission.

Upon receipt of radio orders, all fourteen planes took-off from their various fields and proceeded to assemble over Long Beach Airport where they were told to land and prepare camp for the night. The Airport then quickly became a temporary camp only a few minutes after the last plane had landed. After parking the bombers and preparing them for the night, everyone from the Major to the private began pitching pup tents and arranging other details such as cook tents and mess tables. By three-thirty the new camp was ready for inspection by the commanding officer, Maj. Leo M. Walton.

At about five o'clock mess call was answered by 81 hungry mouths who received a pleasant surprise when it was discovered that fried chicken appropriately supported, was to be the first meal in the field.

After a most restful night the camp aroused to find its worst fears were realized—the fog was in. But it lifted shortly after nine a.m. allowing the group to take-off. The return trip was without incident, the planes and men arriving at March Field at about 10:30 a.m.

Army Medical Center

Graduation exercises for the classes of 1933-1934 of the Army Medical School, Army Dental School, Army Veterinary School were held in the Auditorium, Army Medical Center, Feb. 5, 1934.

The program consisted of: Invocation by Ch. Frank L. Miller; Introduction by Col. Philip W. Huntington, M. C., Assistant Commandant; Address by Maj. Gen. Hugh A. Drum, Deputy Chief of Staff; Presentation of diplomas by Brig. Gen. Albert E. Truby, Medical Department, Commandant; Presentation of medals by Maj. Gen. Robert U. Patterson, The Surgeon General; Benediction by Ch. Joseph R. Koch; Musical program by the Army Band Orchestra.

Student Officers, Army Medical School

Maj. C. M. Beck	Maj. C. E. Sina
Maj. G. A. Clapp	Capt. K. H. Bailey
Maj. H. C. Mallory	Capt. C. E. McEnany
Maj. R. K. Ogilvie	Capt. J. H. McNinch
Maj. J. R. Oswart	Capt. N. W. White

Student Officers, Army Dental School

Maj. F. H. Bockoven	Maj. B. H. Roberts
Maj. C. J. Gaynor	Lt. Col. O. G. Skelton
Maj. E. J. McClung	

Student Officers, Army Veterinary School

Maj. C. B. Dunphy	1st Lt. M. W. Hale
Maj. H. K. Moore	2nd Lt. R. G. Yule

Loyal Legion Ceremony

The Military Order of the Loyal Legion of the United States, Commandery of the District of Columbia, will conduct brief but impressive exercises at the Lincoln Memorial at 12:15 noon on Monday, Feb. 12, commemorative of the One Hundred Twenty-fifth Anniversary of the birth of President Lincoln. The United States Marine Band will furnish music, a prominent speaker will make a short address, and many other patriotic societies will join in this half-hour of patriotic exercises. Luncheon and business meeting at the Mayflower Hotel at 1 o'clock will follow the exercises.

Confirm Army Nominations

The nomination of Brig. Gen. Harold B. Fiske, USA, to be a major general was confirmed by the Senate last Monday. At the same time the Senate confirmed all other Army nominations made during the recess and published in the ARMY AND NAVY JOURNAL of Jan. 13, 1934.

Army Transport Sailings

USS Grant—Arrive Honolulu Feb. 15, leave Feb. 16; arrive Guam Feb. 26, leave Feb. 26; arrive Manila March 3, leave March 18; arrive Chinwangtao March 23, leave March 24; arrive Honolulu April 6, leave April 7; arrive San Francisco April 13.

Chateau Thierry—Arrive San Juan Feb. 13, leave Feb. 14; arrive Cristobal Feb. 17, leave Feb. 21; arrive San Juan Feb. 24, leave Feb. 24; arrive New York Feb. 28, leave March 9; arrive Cristobal March 15, leave March 16; arrive San Francisco March 26, leave March 30; arrive Honolulu April 5.

Republic—Leave San Francisco Feb. 10; arrive Honolulu Feb. 17, leave Feb. 21; arrive San Francisco Feb. 23, leave March 6; arrive Cristobal March 16, leave March 17; arrive New York March 23.

Track Laying Vehicles

"As a matter of comity and example to others," the U. S. Army will waive its right to unrestricted use of the highways of the country and will limit the operation of motorized "track laying" vehicles to conform strictly with local laws and ordinances wherever practicable, an announcement from headquarters of Maj. Gen. Dennis E. Nolan, commanding the Second Corps Area, states.

Mr. Sgt. Schmid Retires

Ft. George G. Meade, Md.—Mr. Sgt. John Schmid, 30th Ordnance Company, who has completed thirty years of faithful service in the United States Army, retired Jan. 31, 1934. Sergeant Schmid was born in Wilkes-Barre, Pa., Aug. 13, 1883. He enlisted for Company C, 23d Infantry, at Scranton, Pa., Dec. 27, 1905.

Sergeant Schmid served with the 23d Infantry in the Philippines from 1906 to 1910; and he served on the Mexican Border with the 23d Infantry at Loredo and at Fort Ringgold, Texas, from 1910 to 1911.

During the World War this soldier served in the Regimental Machine Gun Company of the 28th U. S. Infantry, First Division. As a member of the above organization he participated in the following offensive drives: Montdidier-Noyon sector, Alsace-Marne sector, St. Mihiel sector, Meuse-Argonne sector. He also served in the Lunneville defensive sector. Sergeant Schmid was awarded the Victory Medal for World War Service on which five bars are attached, one for each of the above named battles.

This man wears four gold chevrons indicating more than two years of service overseas during the World War. On his right sleeve appear two gold wound chevrons. He was wounded July 21, 1918, in the Soissons drive, and he was wounded a second time Oct. 7, 1918, in the Meuse-Argonne.

The 30th Ordnance Company, Ft. George G. Meade, Maryland, held a farewell dinner in honor of Master Sergeant Schmid's retirement Tuesday night, Jan. 30. Col. Harry B. Jordan, Ordnance Officer, Headquarters, Third Corps Area; Col. John R. Brewer, Post Commander of Ft. George G. Meade, Md.; Captain Churchill, Post Ordnance Officer; Captain Bricker, Commanding Officer, 30th Ordnance Company; Captain Hanson and Captain Louden, and members of the 30th Ordnance Company and many other friends of Master Sergeant Schmid attended this farewell dinner.

Sergeant Schmid's address now is 2115 Linden Avenue, Baltimore, Md.

NO ARMY OFFICER'S FAMILY

can afford to have him fail to join the

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Ask Post Adjutant or Surgeon for application.

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War Department

Washington, D. C.

The Journal Salutes

This week the Army and Navy Journal salutes:

Lt. Col. Dan I. Sultan, CE, USA, and Maj. Donald H. Connolly, CE, USA, who have been appointed CWA directors.

Corporal Woodrow W. Anderson, of the Field Artillery School, Ft. Sill, Okla., who has been announced as winner of the Knox Medal.

Lt. Comdr. Rufus A. Ferguson, (DC), USN, whose research work in Samoa has won him the commendation of the Secretary of the Navy.

Coast Guard News

Four senior officers of the service are on the sick list, two of them rather seriously ill.

Capt. Robert B. Adams, Engineer-In-Chief of the Coast Guard, stationed at the Headquarters of the Coast Guard in Washington, was taken ill on Feb. 1, 1934, and on Feb. 2 his condition became worse. The symptoms seemed to indicate pleurisy, and his temperature showed 104 degrees. He was immediately removed to the Naval Hospital at Washington where it was found he had pneumonia. Late yesterday it was reported that he was holding his own, but no definite statement would be made.

Comdr. Norman B. Hall, attached to the Coast Guard Cutter Sebago, stationed at New York, was taken seriously ill while on a visit to Washington and was taken to the Emergency Hospital. A severe hemorrhage caused him to lose so much blood that a transfusion was necessary, after which he became so weak that he could not undergo an operation until some days later, when, on Jan. 27, an operation was performed. The operation was a success, and Commander Hall is reported to be well on the road to recovery.

Capt. L. C. Coville, assistant commandant, and Comdr. F. J. Gorman are in the Marine Hospital, Baltimore, Md., for observation and treatment.

Rear Adm. H. G. Hamlet, Commandant of the Coast Guard, announced this week the permanent transfer of station of the following 165-foot patrol boats of the Coast Guard from Stapleton, Staten Island, New York, to West Coast Stations as indicated, effective immediately:

Daphne, Lt. Comdr. Frank M. Meals, commanding, to San Francisco, Calif.

Aurora, Lt. Comdr. F. C. Pollard, commanding, to San Pedro, Calif.

Hermes, Lt. Comdr. C. W. Thomas, commanding, to San Pedro, Calif.

Calypso, Lt. Arthur G. Morrill, commanding, to San Diego, Calif.

Perseus, Lt. Comdr. J. H. Byrd, commanding, to San Diego, Calif.

They will sail at the earliest practicable date for their new stations and will make the passage as quickly as possible, their services being urgently needed on the West Coast before the departure of the Coast Guard Cutters on their annual cruise to Alaskan and Arctic waters. They will proceed in company under the command of the senior officer of the group and upon arrival on the West Coast will operate under the direction of the Commander of the San Francisco Division of the Coast Guard, in general law enforcement work, and in rendering assistance to vessels in distress.

Orders to Officers

Comdr. (E) M. R. Daniels, det. Academy, and assigned Navy Yard, Philadelphia, Pa., for duty in connection with construction of new vessels, to report on Feb. 19, 1934.

Lt. Comdr. L. E. Wells, det. as Assistant to Inspector, Eastern Area, and assigned Academy, effective Feb. 19, 1934.

Lt. Comdr. C. W. Thomas, det. Galatea, and assigned as Commanding Officer, Hermes.

Lt. Comdr. J. H. Byrd, det. Argo, and assigned as Commanding Officer, Perseus.

Lt. Comdr. B. Jordan, det. Hermes, and assigned as Commanding Officer, Galatea.

Lt. F. C. Pollard, det. Icarus, and assigned as Commanding Officer, Aurora.

Lt. A. G. Morrill, det. Thetis, and assigned as Commanding Officer, Calypso.

Lt. H. C. Moore, det. Perseus, and assigned as Commanding Officer, Argo.

Lt. H. J. Betzner, det. Calypso, and assigned as Commanding Officer, Thetis.

Lt. H. T. Jewell, det. Aurora, and assigned as Commanding Officer, Icarus.

Comdr. G. T. Finlay, det. Academy, effective upon relief by Commander L. L. Bennett, and assigned as Commanding Officer, Shoshone.

Comdr. L. L. Bennett, det. Saranac, effective upon relief by Comdr. G. W. MacLane, and assigned as Executive Officer, Academy.

Comdr. R. L. Jack, det. Shoshone, effective upon relief by Comdr. G. T. Finlay, and assigned as Chief of Staff, San Francisco Division.

Comdr. G. W. MacLane, det. Base Nine, effective Apr. 1, 1934, and assigned as Commanding Officer, Saranac.

Ensign H. U. Scholl, det. Galatea, and assigned Hermes.

Ensign G. D. Symon, det. Icarus, and assigned Hermes.

Ensign H. A. Morrison, det. Hermes, and assigned office of Commander, New York Division.

Lt. (Jg) W. L. Maloney, det. Abel P. Upshur, and assigned Tuscarora.

Ensign K. O. A. Zittel, det. Herndon, and assigned Gresham.

Ensign D. M. Morrison, det. Tallapoosa, and assigned Gresham.

Ensign J. B. Oren, det. Hunt, and assigned Calypso.

Ensign S. R. Sands, Jr., det. Calypso, to report to Commander, New York Division, for assignment.

Ensign J. R. Hinnant, det. MODOC, and assigned Icarus.

Ensign W. L. David, det. Wilkes, and assigned Tallapoosa.

Ensign C. B. Arrington, det. Wainwright, and assigned Yamacraw.

Ensign C. C. Knapp, det. Wilkes, and assigned Aurora.

Ensign H. A. T. Bernson, det. Hermes, and assigned Galatea.

Gunner Lee Chappel, det. Cahokia, and assigned Base Eleven.

Pay Clerk (T) Roger T. Welsh, det. Base Two, and assigned Daphne.

Mach. Emil E. Steinback, det. Galatea, and assigned as Engineer Officer, Hermes.

Mach. Clyde D. Goodwin, det. Hermes, and assigned as Engineer Officer, Galatea.

Naval and Marine Reserve Notes

The Senate Committee on Appropriations reported the 1935 Navy Supply bill this week carrying funds for the support of the Naval and Marine Corps Reserve in exactly the same amounts as provided by the House.

Two-week summer cruises, and 36 armory drills are provided for in the bill, while 45 flying hours will be allowed for 280 Naval Reserve and 80 Marine Corps Reserve aviators. The 36 drills will be an increase of 12 over the number allowed this year, but a decrease of a like number over the number provided by law and held every year previous to this one. Provision for 36 drills for the Marine Corps Reserve marks the first time paid armory drills have been allowed to this branch of the service.

Despite attempts to have the limitation removed, the bill still carries the prohibition against carrying more than one Naval Reserve officer and one Marine Corps Reserve officer above the rank of lieutenant or captain respectively on permanent active duty and draw the full pay of their rank. Officers of higher rank may draw only the pay of a naval lieutenant of not more than ten years longevity.

Capt. John Downes, USN, Director of Naval Reserves, left Washington, D. C., Feb. 8 on a visit to various Naval Districts for the purpose of conferring with the District Commanders on matters pertaining to the Naval Reserve and to inspect the various armories and Naval Reserve Air Bases located at the points to be visited.

Captain Downes will visit Naval Reserve units in the following cities: San Diego, Calif., Feb. 11 and 12; Long Beach, Calif., Feb. 12 and 13; Los Angeles, Calif., Feb. 13 and 14; San Francisco, Calif., Feb. 15, 16 and 17; Seattle, Wash., Feb. 19 and 20; Chicago, Ill., Feb. 23 and 24; Boston, Mass., Feb. 26; New York City, Feb. 27.

He will confer with the Commandants

Did You Read—

the following important service stories last week:

Text of War Department sponsored bill on the creation of GHQ Air Force; Chairman McSwain of House Military Committee, introduces stronger Air Force bill; Senate Military Committee agrees to confirm nomination of Maj. Gen. H. B. Fiske; First Corps Area selects leading District camps for Journal's CCC awards; National Guard to go to camps this summer by motor transportation; Administration plans to correct exchange loss to officers and men on duty abroad?

If not, you did not read the ARMY AND NAVY JOURNAL. You cannot get this vital information from any other source.

of the First, Third, Ninth, Eleventh, Twelfth and Thirteenth Naval Districts, and return to Washington Feb. 28.

The Naval Reserve Inspection Board inspected the Naval Reserve units in Houston, Texas, Feb. 7, and in Dallas, Texas, on Feb. 8, 1934.

The members of the Board making this trip were Capt. C. T. Osburn, President of the Board, and Lt. Comdr. O. O. Kessing, USN, from the Navy Department.

Lt. E. E. Kerr, USNR, is in command of the 5th Division, Houston, and Lt. B. H. Thomas, USNR, is in command of the 4th Division, Dallas.

Never before has it been so important for all officers, active, retired and reserve, to keep up with service developments. Subscribe and re-subscribe to the Army and Navy Journal.

THE BOOK WHICH AWAKENED NEWSPAPER EDITORS TO THE NEED FOR MILITARY PREPAREDNESS

ALWAYS BELITTLIN'

BY PERCY CROSBY

The legendary belief that the court jester concealed sharp eyes, a canny brain and deep wisdom beneath his motley is, like most legends, based on fact.

Stretching the simile, Washingtonians have an example within 10 miles of town. For who are our "court jesters" these days but the columnist and the comic cartoonist? And Percy Crosby, creator of the pert and ragged "Skippy," known to millions of newspaper and magazine readers, in his house between Langley and McLean, Va., sits down and draws his comic strip with one hand and with the other defends his ideas of America and the world.

That is a curious combination. "Skippy" is the humor of boyhood, only once—in the famous case of "Skippy's" Memorial Day prayer—stepping over onto a serious adult topic. But under that role of giving the public such normal, natural and innocent delight, Mr. Crosby is a passionately thinking person. Two beliefs he holds with spirited candor—that prohibition was an invasion of private life and the source of immense public and private evil, and that pacifism is treachery to America.

In "Always Belittlin'" (published by the author at McLean, \$2), he presents, in text and drawings,

a frontal attack upon his opponents in these two fields. The drawings are almost brutally direct at times: Uncle Sam lies on his face with a dagger stuck in him called "Army and Navy Economy Cut." The caption reads: "Why not call the cut by its proper name—the knife in the back!" Others are equally smashing. Mr. Crosby believes in preparedness with unabashed fervor.

Because no newspaper would accept his double-barreled work as a contribution, he had to buy space like an advertiser. Readers will remember his dialogue between the President and the Director of the Budget, which was printed as an "ad" in The Post of May 17 this year. "Always Belittlin'" collects this material within covers.

One may not agree with what he says, but one must, in the words of Voltaire, "defend his right to say it." He is a modern pamphleteer, an intense propagandist. He minces no words. You will be infuriated at what the book contains, or you will swear eternally by Mr. Crosby. There is no halfway mark.

If you use tact in bestowing the book, and choose a preparedness partisan, nothing would please a friend more than Mr. Crosby's crashing fulminations.

—Washington Post.

Money will be returned to any officer in the service who, upon receiving book, feels that it is not worth \$2.00.

PERCY CROSBY, PUBLISHER
McLEAN, VIRGINIA

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Enclosed please find \$2.00 for which send me copy of "Always Belittlin'."

THE U. S. NAVY

THE U. S. MARINE CORPS

Navy To Aid Airship Firms

The Navy Department, through Acting Secretary Henry L. Roosevelt, this week released correspondence with Secretary of Commerce Daniel C. Roper, stating that the Navy Department is willing to cooperate with the Department of Commerce in a program of commercial airship construction if P. W. A. funds are allotted for such purpose.

Two proposals involving the construction of airships and their later operation in commercial service have received the encouragement of the Navy Department. One is a proposal submitted to the Department of Commerce by the Goodyear-Zeppelin Corporation of Akron, Ohio, for the construction and operation of an airship of appropriate size for transoceanic service either to Europe or to the Orient. The other is a proposal submitted by the Metalclad Airship Corporation of Detroit, Michigan, for the construction of an all metal airship for service via Puerto Rico to South American ports with a possible extension to Capetown, South Africa.

Recent communications to the Department of Commerce signed by Claude A. Swanson, Secretary of the Navy, state that:

"By joint action of the War and Navy Departments, the Navy is charged with responsibility of the development of rigid airships, both for military and commercial purposes, and is, therefore, inclined to support (without expense to the Navy Department) the aforementioned propositions of the Metalclad Airship Corporation and of the Goodyear-Zeppelin Corporation."

"The cooperation and support which might be expected from the Navy Department would be in general:

"(a) To examine and pass on the design and specifications to the end that such rigid airships might be adaptable to military purposes if and when the military usefulness of the rigid airship has been proven.

"(b) To furnish such inspection services as might be necessary in the construction of such rigid airships.

"(c) To assist in the training of civilian crews who would be used in such airships while operated for commercial purposes.

"(d) The Navy Department would also be inclined to render such other assistance and cooperation as might be feasible and consistent with approved Naval Policy.

"Acting Secretary Roosevelt stated that the U. S. Naval Policy includes in its system of principles the following:

"To support American interests, espe-

cially the development of American foreign commerce and the merchant marine.

"To cooperate fully with other departments of the Government.

"To encourage civil industries and activities useful in war.

"To maintain as necessary the rigid airships now built and building to determine their usefulness for Naval and other governmental purposes and their commercial value.

Acting Secretary Roosevelt further stated that the Navy Department is not prepared as yet to appraise fully the value of airships either for Naval or commercial purposes, but believes they hold sufficient promise to warrant the government in encouraging the further construction of large rigid airships and their utilization as a medium of long distance overseas commercial transportation.

Combined Air Force "Answer"

What was characterized a "complete answer" to arguments for a joint Army and Navy air force was voiced before the House Naval Affairs, by Admiral William H. Standley, Chief of Naval Operations, in the course of recent hearing on the naval air program.

At the conclusion of his testimony on the aircraft phases of the Vinson bill, Admiral Standley said:

"In connection with this question of Naval aviation I would like to leave this thought with the Committee.

"Naval aviation is the adaption of aviation to the Navy. It is not merely putting aircraft to naval uses over the water but it involves fitting various types of planes with special pontoons, hooks, or other equipment so that they can be catapulted from the decks of warship. They are then recovered by landing them at high speed on the water, as is done in the case of a boat, only the operation is greatly more complicated than that of hoisting a boat. Hoisting planes at sea requires great skill and knowledge of the sea on the part of aviation personnel.

"In the case of carrier planes they take off from a moving deck landing field, which in itself is sufficiently difficult—but the plane must also land at high speed on this limited and unstable landing deck. Unless the landing is made with great skill and sea experience it is likely that the plane will go over the side with consequent loss of plane and personnel. Complete knowledge on the part of the pilots of the effects of wind and sea on the movements of the plane and the carrier is imperative. There is also required the closest coordination between the carrier operating personnel and the plane pilots.

"When operation on information service or offensively in tactical or strategic operations pilots must be able to make quick and accurate interpretations of every situation at sea. Naval aviation pilots and to a certain extent the enlisted personnel in the planes must be skilled in navigation. Not only must they be proficient in celestial navigation but they must also be experienced in coastal navigation or piloting. This skill and proficiency comes from initially being trained in navigation or surface craft.

"Coordination of effort between ships, carriers, as well as combatant ships and planes in every situation is absolutely essential and such coordination can only

be obtained with plane personnel who are first and foremost SEAMEN—experienced in the ways and language of the sea.

"It is difficult for the layman to realize how necessary naval training is in the routine and daily operations. The hazards to material and personnel are far greater in naval aviation than in any other type of flying.

"For the above reasons in the name of the Secretary of the Navy I would like to extend to this Committee an invitation to take a trip at sea in one of the carriers during the stay of the United States Fleet in the Atlantic next summer."

When he finished this statement, Representative Fred A. Britten, ranking Republican member of the committee, asked:

"Is not the Admiral's statement just made an answer to the thought that the Army and Navy aviation might combine? Is it not a complete answer in opposition to that?"

"I at least hope it is," replied Admiral Standley.

Ensign Stuart Commended

The Secretary of the Navy has sent a letter of commendation to Ens. Daniel A. Stuart, USN, attached to the USS Omaha, light cruiser, for rescuing an enlisted man from drowning, after they were thrown overboard during a fire in the gun turret during maneuvers:

The letter to Ensign Stuart states: "It has been brought to the attention of the Department that, while you were detailed as observer in the forward twin mount of the USS Cincinnati, during the firing of Night Spotting Practice on Oct. 11, 1933, a fire occurred in the right shell hoist of the forward twin mount. You promptly saw the necessity for admitting air to the turret, as well as releasing the pressure in the mount; you opened one of the doors to relieve the dangerous conditions which then obtained; you were pushed overboard by the pressure of the twin mount crew who crowded into the rear end of the twin mount. Upon coming to the surface of the water, you procured two life buoys which had been thrown from the USS Milwaukee, and upon hearing the cries of Oster, seaman first class, who had also fallen overboard from the USS Cincinnati, you then swam a distance of about one hundred yards to Oster, towing the life buoys with you. With the aid of the life buoys you supported Oster until you were both picked up by a life boat from the USS Omaha.

"The Department considers that your prompt action and presence of mind resulted in saving the life of Oster who would otherwise probably have drowned. Your resourceful and intelligent actions on this occasion are considered most admirable, and you are commended therefore."

Commended by Secretary

The Secretary of the Navy has sent letters of commendation to three enlisted men attached to the USS Chicago heavy cruiser, for their services in assisting Machinist Joseph A. Oehlert, USN, after he was severely injured during the collision between the Chicago and the SS Silver Palm, on Oct. 24, 1933.

The enlisted men, Alberto Nacionales, officer's steward, 3cl, Justino Pletado and Vicente Penoso mess attendants, 3cl, were near the warrant officers' mess room of the Chicago when the crash occurred and the port side of that compartment was flooded. Instead of seeking their own safety the men remained with Machinist Oehlert until his safety was assured.

USNA Resignations

Annapolis—As a result of deficiencies on first term scholastic examinations, one Second Classman, fourteen Third Classmen and twenty-five Fourth Classmen will be required to resign.

Would Commission Graduates

Senator Park Trammell, chairman of the Senate Naval Committee, has introduced a bill, S. 2515, to supply additional aviators for the Navy.

The measure provides: "That surplus graduates of the United States Naval Academy who cannot be commissioned as ensigns in the Navy because of legislative restrictions, but who can satisfactorily pass the aviation physical examination and who volunteer for aviation duty, may, to a number not exceeding one hundred and fifty, be commissioned as probationary ensigns for a period of two years. Graduates of the Naval Academy thus elected may be given practical aviation training and after two years of service may be commissioned as extra number in grade, provided they qualify as naval aviators."

To Commission New Orleans

The heavy cruiser USS New Orleans, now being completed at the Navy Yard, New York, will be commissioned by Rear Admiral Yates Stirling, USN, Commandant of the Third Naval District, on Feb. 15.

The New Orleans was launched April 12, 1933. She was authorized by Act of Congress, Feb. 13, 1929 and will be the fourth vessel of that program to be placed in commission; the first the USS Indianapolis, now flagship of the Scouting Force, the second, the USS Portland, now operating with Cruiser Division 5, Scouting Force, and the third, the USS San Francisco, is scheduled for commissioning on Feb. 10, at the Mare Island Navy Yard where she was built.

Capt. Allen Reed, USN, will command the New Orleans while Comdr. Mark Hersey, USN, will be executive officer.

This Week—

(Continued from First Page)

tation of New York by Mayor La Guardia. A fine choice Mr. Mayor, as you well know. Col. Hammond will clean up Gotham and do so with graft eliminated and a minimum of expense.


Representative Martin, known to the country and the Army as a distinguished retired officer of the latter, has announced he will be a candidate for the Governorship of Oregon. I hope he will be successful. But National Defense will miss you in Congress, General!

Control of the CCC camps by company commanders has been promoted as a result of the order authorizing no re-enrollments without the approval of the company commanders and camp superintendents. That should aid in the development of discipline.

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Aviation in Spotlight

The National spotlight continued to play on the nation's air forces this week. Principal among the developments were:

1. President Roosevelt appointed an Inter-Departmental Advisory Committee on Aviation, composed of service and civilian representatives, to establish a uniform Federal aviation policy.

2. Testimony by General Douglas MacArthur, chief of staff of the Army, revealed the details of the steps taken by the General Staff under his direction to make the Army Air Corps more effective.

3. The House Military Affairs Committee, under Representative John J. McSwain, concluded its secret sessions and instituted open hearings with the testimony of former Brig. Gen. William Mitchell, fiery exponent of Air Power, who again urged the creation of a separate Department of Aeronautics.

4. The House Naval subcommittee investigating contracts with naval aircraft manufacturers started its hearings, which revealed profits as high as 30 per cent.

5. Chairman McSwain, of the House Military Committee, announced that his committee also will conduct an investigation into contracts between the aircraft manufacturers and the War Department.

Publication of General MacArthur's testimony, printed elsewhere in this issue of the JOURNAL, revealed that the bill for the creation of the GHQ Air Force, introduced by Mr. McSwain and published in the JOURNAL last week, was drafted by the War Department at the request of Mr. McSwain. General MacArthur's testimony showed the present inadequate state of the Air Corps both in materiel and personnel to carry out the defense plans mapped for it by the General Staff.

The new Inter-Departmental Advisory Committee on Aviation, creation of which was forecast in the ARMY AND NAVY JOURNAL of Nov. 11, 1933, held its first meeting under the chairmanship of Secretary of Commerce Roper with Dr. W. M. Splawn, Interstate Commerce Commissioner, as vice-chairman. Service representatives appointed to represent their departments on the committee are, for the Army: Maj. Gen. Hugh A. Drum, deputy Chief of Staff, and Maj. Gen. Benjamin D. Foulois, Chief of the Air Corps; and for the Navy: Rear Adm. Ernest J. King, chief of the Bureau of Aeronautics, and Capt. Arthur B. Cook, assistant chief of the bureau. Also on the committee are Eugene L. Vidal, chief of the Aeronautics Branch, Department of Commerce, a West Point graduate and former Air Corps officer; Harlee Branch, second Assistant Postmaster General in charge of the air mail; and Rex Martin and J. Carroll Cone, assistant directors of the Aeronautics Branch, Department of Commerce.

While it is planned to have the committee inquire into every phase of aeronautics, military, commercial and private, and to establish a Federal aviation policy, Secretary Roper declined to comment on the specific lines it will undertake at present, saying, "I want the committee to feel clear to go into any and all phases of aviation. There is no angle of aviation which is not suitable material for the consideration of this committee, and I do not wish even to suggest any line of inquiry which may influence the members to adopt any given line of research."

Mr. Roper did reveal, however, that the committee plans to confer immediately and frequently with the chairmen of Congressional Committees considering legislation and appropriations concerning aviation and with other members of Congress interested in aeronautics and that at times the chairmen of such committees will be invited to sit in an advisory capacity at the meetings of the committee. In voting, it was said, each department will have only one vote on the committee regardless of the number of representatives.

At the War Department it is believed that the committee will devote considerable time toward the coordinating of

Federal effort with a view to making facilities constructed by one department fit in as far as possible with the programs of the other departments. It is recalled that in the study made about a year ago by an Army-Navy joint committee under the direction of the late Rear Adm. Ridley McLean, USN, and Lt. Col. Irving Phillipson, USA, recommendations were made that further special consideration be given toward coordinating certain phases of the aviation activities of the Army, Navy and Marine Corps. This new move, it is said, merely extends the same idea to include the civilian activities as well.

In the hearings held this week by the House Naval subcommittee investigating the air contracts, Representative John J. Delaney, chairman, revealed that he is planning to invite former Secretary of the Navy Adams and his two assistant secretaries, David S. Ingalls and Edward P. Warner, to "clear up the question of why the Navy continued to grant contracts on the same basis after audits showed such huge profits."

Admiral King, chief of the Naval Aeronautics bureau, gave the committee a memorandum explaining the Navy's procedure in air purchases, but Mr. Delaney insisted that he wanted to go further. Admiral King also presented an audit showing that the Pratt-Whitney in the years from 1927 to 1933 did \$21,290,867 worth of engine business with the Navy and made a profit of 36 per cent. In the year 1930 this profit, the audit revealed, reached 50 per cent. Admiral King said that these purchase prices were maintained in order not to injure its competitor, the Wright Company, which he said made a profit of only five per cent on its contracts totaling \$11,333,120. If the purchase prices had been scaled down, he declared, the Wright firm might have had to close.

"There is more than just the question of price and profit involved," Admiral King said, "We must keep in mind that an emergency may arrive at any time and if we have only one company producing engines we would be unable to secure adequate protection."

The committee also was told that the Douglas Aircraft company made a profit of 21 per cent on \$4,288,341 worth of business. The committee, in view of these statements, decided to inspect the income tax returns of the two engine companies and of nine companies which supplied only planes.

Capt. Thomas P. Ballenger, (SC), USN, also testified before the committee telling of audits made of the firms' books. The committee members by their questioning made it apparent that they thought the Department should have done more thorough checking on the companies' figures.

The House Military Affairs committee in pursuing its investigation of the Air Corps situation has before it not only the War Department bill, HR 7553, the full text of which was printed in the JOURNAL last week, but also Mr. McSwain's own far-reaching bill, HR 7601, and a new bill introduced by him, HR 7657, for the establishment of an "Air Reserve."

The full text of Mr. McSwain's own bill for the expansion of the Air Corps follows:

To increase the efficiency of the Air Corps. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Air Corps, without regard to the total strength of the Regular Army, shall consist of one Chief of the Air Corps, with the temporary rank of lieutenant general; four permanent major generals of the Air Corps, and thirteen permanent brigadier generals of the Air Corps; five thousand two hundred and forty-one officers in grades from colonel to second lieutenant, inclusive; and thirty-two thousand eight hundred and four enlisted men, including not to exceed two thousand five hundred flying cadets, such part of whom as the President may direct being formed into tactical units or bands, organized as he may prescribe: Provided, That the Chief of the Air Corps, the major generals of the Air Corps, and the brigadier generals of the Air Corps shall all be flying officers: Provided further, That at least 90 per centum of the officers in each grade below that of brigadier general shall be flying officers: Provided further, That in time of war 10 per centum of the total number of officers that may be au-

thorized for the Air Corps for such war may be immediately commissioned as non-flying officers: Provided further, That as soon as a sufficient number can be trained, at least 90 per centum of the total number of officers authorized for the Air Corps for such war shall be flying officers: Provided further, That hereafter in time of peace in order to insure that the commissioned officers of the Air Corps shall be properly qualified flying officers, and, for the purpose of giving officers of the Army an opportunity to so qualify, the Secretary of War is hereby authorized to detail to the Air Corps officers in the grade of second lieutenant and such officers shall start flying training immediately upon being so detailed, but hereafter such officers shall not remain detailed to the Air Corps for a period in excess of two years or be permanently commissioned therein unless they qualify as flying officers: Provided further, That any officer who is specifically recommended by the Secretary of War because of special qualifications other than as a flyer may be detailed to the Air Corps for a period longer than two years, but such officers shall not be included among the 90 per centum of flying officers: And provided further, That nothing in this Act shall be construed to limit the number of officers in the grade of second lieutenant that may be detailed to the Air Corps for training as flying officers except that the total number of officers allotted to the Air Corps shall not be exceeded. Flying units shall in all cases be commanded by flying officers. Whenever used in this Act a flying officer in time of peace is defined as one who has received an aeronautical rating as a pilot of service types of aircraft: Provided, That all officers of the Air Corps now holding any aeronautical rating shall be considered as flying officers within the meaning of this Act as long as they remain qualified for such rating: Provided further, That hereafter in order to receive a rating as a pilot in time of peace an officer or an enlisted man must successfully complete the courses of flying training as prescribed by the Chief of the Air Corps: And provided further, That in time of war a flying officer may include any officer who has received an aeronautical rating as a pilot of service types of aircraft. Officers and enlisted men of the Army shall receive an increase of 50 per centum of their pay when by orders of competent authority they are required to participate regularly and frequently in aerial flights, and when in consequence of such orders they do participate in regular and frequent aerial flights as defined by such Executive orders as have heretofore been, or may hereafter be, promulgated by the President: Provided, That nothing in this Act shall be construed as amending existing provisions of law relating to flying cadets.

Sec. 2. Appointment of Chief of the Air Corps.—That the third sentence of section 4 (c) of the Act entitled "An Act for making further and more effectual provision for the national defense, and for other purposes," approved June 3, 1916, as amended, be, and the same is hereby, amended by adding thereto the following: "And provided further, That the Chief of the Air Corps shall be appointed from the major generals and the brigadier generals of the Air Corps; that the major generals of the Air Corps shall be appointed from the brigadier generals of the Air Corps, and that the brigadier generals of the Air Corps shall be appointed from the colonels and lieutenant colonels of the Air Corps: Provided, That the Chief of the Air Corps shall make recommendations to the Secretary of War for the appointment of the major generals of the Air Corps and the brigadier generals of the Air Corps from those who have demonstrated by actual and extended service in such corps that they are qualified for such appointments: Provided further, That the Chief of the Air Corps shall be appointed for a term of four years, and on expiration of that term, if not reappointed, shall revert to his permanent rank or shall be eligible to be retired with the rank of lieutenant general."

Sec. 3. That the Secretary of War shall cause to be prepared an Air Corps promotion list on which shall be placed the names of all officers of the Air Corps of the Regular Army. The names on this list shall be arranged in the same relative order that they now have on the Army promotion list and shall be removed from the Army promotion list, and no officer whose name appears on the original Air Corps promotion list shall be considered as having less commissioned service than any officer whose name is below his on this list: Provided, That in time of peace no one shall be permanently commissioned in the Air Corps until he shall have served a minimum of one year with an Air Corps tactical organization. When an officer of another arm or service is permanently commissioned in the Air Corps, he shall take rank from the date of his detail to the Air Corps: Provided further, That flying cadets who are commissioned as officers in the Air Corps shall be credited with constructive service for the period between the date of entrance on duty

as a flying cadet at an Air Corps flying school and the date of permanent commission in the Air Corps and shall take rank from the date of entrance on duty as a flying cadet at an Air Corps flying school: Provided further, That Air Corps Reserve officers who may be permanently commissioned in the Air Corps shall be credited with all active-duty service with the Army Air Corps as an officer or flying cadet and shall be placed on the Air Corps promotion list in accordance with the total length of such active-duty service: Provided further, That any officer whose position on the Air Corps promotion list is changed by sentence of a general court martial or by law shall be deemed to have the same commissioned service as the officer next below whom he may be placed by such change.

Sec. 4. Air Corps officers shall be promoted to the grade of first lieutenant when credited with three years' commissioned service; to the grade of captain when credited with seven years' commissioned service, to the grade of major when credited with twelve years' commissioned service; to the grade of lieutenant colonel when credited with twenty years' commissioned service; to the grade of colonel when credited with twenty-six years' commissioned service. All officers of the Air Corps below the grade of colonel shall be promoted in the order of their standing on the Air Corps promotion list: Provided, That the number of Air Corps officers in the grade of colonel shall not exceed sixty-three, and the number in the grade of lieutenant colonel shall not exceed seventy-seven, and the number in the grade of major shall not exceed two hundred and seventy-nine, and the number in the grade of captain shall not exceed one thousand and sixty-six, and the number in the grade of first lieutenant shall not exceed one thousand eight hundred and thirty-nine, and the number in the grade of second lieutenant shall not exceed one thousand nine hundred and seventeen.

Sec. 5. The total number of thirty-two thousand eight hundred and four enlisted men herein authorized shall not exceed the following numbers in the various grades from first to seventh grade, inclusive: First grade, five hundred and forty-five; second grade, two thousand and nineteen; third grade, six thousand nine hundred and seventy-three; fourth grade, six thousand seven hundred and twenty-eight; fifth grade, five thousand five hundred and six; sixth grade, six thousand nine hundred and eighty-eight; and seventh grade, four thousand and forty-five.

Sec. 6. There shall be created within the Air Corps a limited active-duty list upon which shall be placed all Air Corps officers who have been relieved from duty involving regular and frequent aerial flights as a result of aircraft accidents or who as a result of extended flying service have become partially incapacitated for the full performance of active duty. Officers of the Air Corps who may be selected by the Chief of the Air Corps for assignment to the limited active-duty list shall be removed from the Air Corps promotion list and shall be assigned to such duties in the Air Corps or other air components of the National Guard or Organized Reserves for which their training and experience may fit them: Provided, That such officers assigned to the limited active-duty list shall receive while so assigned 75 per centum of the pay and allowances received by them at the time of their assignment to the limited active-duty list: Provided further, That the number of officers assigned to the limited active-duty list shall not exceed 6 per centum of the authorized commissioned strength of the Air Corps and shall be additional to the number authorized in section 1 of this Act.

Sec. 7. When an officer of the Air Corps has served thirty years either as an officer or soldier he shall, if he makes application therefor to the President, be retired from service and placed on the retired list: Provided, That except in time of war, in computing the length of service for retirement credit shall be given for one and one half the time heretofore or hereafter actually detailed to active duty involving flying, and credit shall also be given for all limited active-duty service and all other time now counted toward retirement in the Army: Provided further, That the number of such voluntary retirements annually shall not exceed 6 per centum of the authorized strength of the Air Corps. When a flying officer of the Air Corps reaches the age of fifty-four years he shall, if he makes application therefor to the President, be retired from active service and placed on the retired list. Officers of the Air Corps who become physically disqualified for the performance of their duties as flying officers shall be eligible for retirement for physical disability.

Sec. 8. An officer of the Air Corps may, upon his own request, be transferred to another branch of the service, and when so transferred shall take rank and grade therein in accordance with his length of commissioned service as computed under existing laws governing the branch to which transferred.

Sec. 9. Five-year Air Corps program.—For (Please turn to Page 482)

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SATURDAY, FEBRUARY 10, 1934

"... I would especially invite you to consider; first, the importance of preparing for war in time of peace..."—ULYSSES S. GRANT.

IN CONNECTION WITH ITS CONSIDERATION of the pay cut and pay freeze situation of the Services, we hope the Senate Appropriations Committee will not fail to give consideration to a significant table incorporated by Rear Admiral Peoples, Paymaster General of the Navy, in his testimony. The table shows that since January 21, 1934, the wholesale prices of all commodities other than farm products and foods increased 18%. Farm products increased 45% and foods 25%. The cost of the naval ration increased 21%. In an effort to meet the conditions so described and at the same time to compromise with the intransigent attitude of the Director of the Budget, the Senate sub-committee proposed immediate restoration of 5% of the pay cut and 5% on July 1 next and a modification of the pay freeze. Obviously, such action would not reestablish the purchasing equality of service pay.

The careful calculation made by Admiral Peoples, which has a counterpart in estimates prepared by the Army, proves that not only should the pay cut be restored and the pay freeze eliminated, but there should actually be an advance in compensation in order to place the purchasing power of the Services upon a par with that of a year ago. It is encouraging that members of the Senate Committee are sympathetic toward the viewpoint of the Army and Navy, and are anxious to meet it, not only because of their desire to remove hardships that burden the individual officer and enlisted man but because of their appreciation of the importance of improving morale. It would be further helpful to the Services if Congress should restore the reenlistment bonus.

The stumbling block in the way of favorable action continues to be the Director of the Budget who still talks about a balanced budget when there is no prospect of anything of the kind. An investigation made by the ARMY AND NAVY JOURNAL indicates that if the Committee recommend relief from the pay cut and pay freeze and the restoration of the reenlistment bonus, the Senate and the House as well will approve, and in such case there is little likelihood of a presidential veto.

THE ARMY AND THE NAVY NATURALLY are gravely concerned over the aircraft and motor scandals which have become public during the week. That they are the victims and not the participants in the greed revealed is known by them, but perhaps, is not so well understood by the public generally. What is to be feared is an unreasoning purpose on the part of the people to punish the innocent as well as the guilty, and if this be not arrested National Defense is bound to suffer. Pending in Congress are measures to bring the Navy up to full Treaty strength, and to provide air programs for the Army as well as the Navy. That these needs should be taken care of is evident not only because of the conditions prevailing in the Services, but because of the dangerous possibilities existing abroad. In the face of scandals, involving graft, however, there is a natural public reaction to halt the execution of even essential policies, and it is due to an understanding of such psychology that the responsible authorities are anxious that the facts should become known and properly evaluated. Indeed, this was behind Secretary Dern's enlistment of the machinery of the Department of Justice in connection with the ugly rumors revolving around the office of the Assistant Secretary of War. It was that office that was the final judge of the specifications for all Army supplies and which approved the grant of contracts. It is true the Supply branches have the power to recommend, and that they do so with full realization of the Army principle of getting the best and the most for the money available is a never neglected rule. The Army further knows, and the public should be aware of it, that the General Staff has nothing to do with either specifications or contracts; its authority is limited to the formulation of policies and programs and to determining whether or not specifications prepared meet military requirements. It has been suggested that another section of the General Staff should be created, one dealing with purchase and procurement, in order to establish a channel through which the military would deal with all matters connected with purchases. There is no doubt as a result of the activity of the Department of Justice that Congress will scrutinize War Department organization, just as Chairman Vinson, of the House Naval Committee, has paved the way for consideration of a reorganization of the Navy Department. A plan whereby complete responsibility could be placed directly upon officers of the Army and Navy unquestionably would be welcomed by the Services. In that case the country could be assured there would not be the scandals revealed by Mr. Dern and the Congressional investigations.

IT IS GRATIFYING TO FIND IN CONGRESS greater appreciation than ever of the need of reform in the promotion system of the Army. It is not to be expected that there will be legislation during the present session, but at least the ground will be ploughed for action during the next Congress. In order to help the Military Committees in their labors, General MacArthur has drafted a bill which is a modification of that he proposed two years ago, and it will serve as a basis for the hearings the Committees will hold. It is impossible at this juncture to forecast the recommendation of the House or Senate Committee; they are largely unfamiliar with the details of the subject. They know generally that conditions are intolerable, that for many officers there is little prospect of substantial advancement and for some no advancement at all. They understand further that by depriving officers of hope of future reward through promotion the government cannot expect that efficiency to which it is entitled. Representative McSwain, chairman of the House Military Committee, has evidenced his view of the importance of promotion by providing in his bill for immediate advancement of officers of the Air Corps. Probably Mr. McSwain does not expect his proposal will be enacted, and he has made it solely for the purpose of calling attention to a condition that prevails in all Arms and Branches. General MacArthur is seeking reform which will apply to the entire Service, and doubtless this principle will be applied by Congress.

Service Humor

Recreation Fund

"Ye have turned very industrious lately, Tim," said one Tipperary man to another.

"That I have, bedad," replied the other. "I was up before the magistrate last week for batherin' Cassidy, and the judge told me if I came back on the same charge he would fine me ten dollars."

"Did he?" said the first speaker. "And ye're working hard so as to kape yer hands off Cassidy?"

"Don't ye believe it," said the industrious man. "I'm working hard to save up the ten dollars."

—The Sentinel.

Appropriate

"Can you help me select a gift for a wealthy old aunt who is awfully weak and can hardly walk?"

Clerk—"How about some floor wax?"

—Pelican.

Promptitude

Messboy (after officer has rung for ten minutes)—"Did you ring, sir?"

Officer—"No! I was tolling; I thought you was dead."

—USS Melville Job Order.

Sound Your R's, Willie

A small boy just starting to school who could not pronounce his r's correctly was asked by the teacher to repeat this sentence after her: "Robert gave Richard a rap in the ribs for roasting the rabbit so rare."

The boy thought it over, a moment, and replied, "Robby gave Dick a poke in the side for not cooking the bunny enough."

Ain't It!

by DOROTHY POTTER BENEDICT.

Isn't it funny, Mabel.

Isn't it too absurd?

I saw it today in the paper

And swallowed it every word.

They say that the Army is needed

To stamp out civilian graft.

To handle the government's money.

(Somebody must be daft.)

The hand-picked politicians,

Rewarded with jobs for their pains,

The men of science, of learning,

The International Janes

Hate the Army like poison,

Call it a useless expense,

Lobby to have it disbanded.

(Dearie, they must be dense.)

"Be patriotic," she murmurs,

"Follow the leader," he rants,

"Seventeen-fifty's a-plenty,

Patch up the holes in your pants!"

Think of the crises Mabel,

Perfectly terrible ones

In which the Army has saved us.

(Mabel, do Janies have sons?)

Duty and honor and country

What do you think they are worth?

Leastways the sons of the Janies

Shall not inherit the earth.

We want your service Humor. Send your jokes to the Journal Humor Editor.

ASK THE JOURNAL

SEND your queries to the ARMY AND NAVY JOURNAL QUESTION EDITOR and an answer will be given in this column as soon as possible after receipt.

H. A. L.—According to information furnished us by the Office of the Surgeon General, War Department, you are number twenty on the eligible list for promotion to the grade of staff sergeant, Medical Corps, at the present time.

J. A. G.—Desertion from the Army during peace time does not deprive the deserter of his citizenship, as far as the Federal Government is concerned. States deny certain citizenship rights, such as voting, however, to deserters. Moreover, no action will be taken by the Government against a peace time deserter after three years have elapsed from the date of desertion, providing that the man has lived within the continental limits of the United States under the name in which he enlisted in the Army for this period. The man should, if he so desires, write to the Adjutant General, War Department, stating why he deserted, and furnishing an affidavit to the effect that he has lived within the continental limits of the United States, giving his name, for a period of three years or more. The War Department will then issue him a so-called "blue discharge," which is neither a dishonorable nor an honorable discharge being classed as "not honorable" or a mere separation from the service.

IN THE JOURNAL

10 Years Ago

Capt. F. B. Bassett, USN, hydrographer, appears before the Joint Congressional Committee on the Reorganization of the Government and opposes the proposed transfer of the Hydrographic Office to the Department of Commerce.

20 Years Ago

An attempt to assassinate Lt. Arthur B. Cook, USN, flag lieutenant to Rear Admiral Mayo, was made at Vera Cruz, Mexico.

30 Years Ago

Among the officers of the Artillery Corps who will attend the next course of instruction at the Artillery School, Ft. Monroe, Va., is Lt. J. W. Gulick.

50 Years Ago

The part taken by the Revenue cutter Samuel Dexter in saving the passengers of the wrecked Savannah steamer Columbus, and the gallant conduct of her officers, directed the eyes of the country upon the Revenue Marine Service during the past week and furnished Congress with a powerful argument in favor of legislation providing a retired list for the Service.

60 Years Ago

The most interesting military movement now under way is that under command of General Sherman, who at last accounts, was marching due east from Vicksburg, with an army variously estimated at from twenty to thirty thousand men.

War Department Organized Reserves

OFFICIAL ORDERS

Navy Dept. Marine Corps

ARMY ORDERS

QUARTERMASTER CORPS

MAJ. GEN. JOHN L. DEWITT, The QMG
Capt. Thomas W. Jones, from Army In-
dustrial College, Wash., D. C., as student,
to office, Asst. Sec. of War. (Feb. 2).
1st Lt. DuVal C. Watkins, from Ft. Bliss,
Tex., as asst. to constr. qm., report comdg.
gen., same station, as asst. to qm. of that
post. (Feb. 6).

MEDICAL DEPARTMENT

MAJ. GEN. R. U. PATTERSON, The SG
Maj. Earl L. Parmenter, from Mich. NG,
Detroit, Mich., to Panama Canal Dept. (Feb.
3).
Col. Alexander Murray, assigned Ft. Mon-
roe, Va., on completion tour foreign service
in Philippines. (Feb. 3).
Maj. Alexander M. Brailsford, Letterman
Gen. Hospital, Pres. of S. F. Calif., report
Army retiring board to meet at hq. 9th C.
A. for examination. (Feb. 6).
Maj. Philander C. Riley, from Ft. Bragg,
N. C., to Panama Canal Dept. (Feb. 6).
Capt. Clarence W. Hardy, from assign-
ment Panama Canal Dept., assigned Ft.
Oglethorpe, Ga. (Feb. 6).

FINANCE DEPARTMENT

MAJ. GEN. FREDERICK W. COLEMAN, C.
of F.
Capt. Jacob R. McNeil, from Panama Canal
Dept., assigned Governors Island, N. Y. (Feb.
3).

CORPS OF ENGINEERS

MAJ. GEN. EDWARD M. MARKHAM, C.
of E.
Lt. Col. Robert R. Ralston, from Hawaiian
Dept., assigned Pres. of S. F. Calif. (Feb.
7).
1st Lt. George J. Zimmerman, assigned
Phila. Engr. District, Pa., on completion
tour foreign service in Hawaii. (Feb. 8).
2nd Lt. Thore F. Bengtson, from Rio
Vista, Calif., to Sacramento, Calif., as duty
to asst. District Engr. (Feb. 8).

ORDNANCE DEPARTMENT

MAJ. GEN. SAMUEL HOF, C. of O.
Lt. Col. John Mather, from Ft. Hayes,
Ohio, to Wash., D. C., assigned office of
Asst. Sec. of War. (Feb. 2).
Col. Harry B. Jordan, from Baltimore,
Md., to Wash., D. C., office of Asst. Sec. of
War. (Feb. 2).

SIGNAL CORPS

MAJ. GEN. IRVING J. CARR, CSO
Maj. Otis K. Sadtler, from Army War Col-
lege, Wash., D. C., assigned office Asst. Sec.
of War, Wash., D. C. (Feb. 2).
1st Lts. Sylvester J. Keane and Frank C.
Neade, from 51st Sig. Bn., Ft. Monmouth,
N. J., report comdt. Signal School, for duty
on faculty. (Feb. 7).

CAVALRY

MAJ. GEN. GUY V. HENRY, C. of Cav.
2nd Lt. Scott M. Sanford, Ft. McPherson,
Ga., from Ft. Oglethorpe, Ga., report Ft.
McPherson, Ga. (Feb. 2).
Maj. Raymond McQuillin, detailed member
of GSC, June 17, from Pres. of Mon-
terey, Calif., to Hawaiian Dept. (Feb. 2).
Col. Daniel Van Voorhis, detailed member
of GSC, from Ft. Knox, Ky., to Hawaiian
Dept. (Feb. 2).
1st Lt. Frank O. Dewey, detailed in QMC,
June 13; from Ft. Bliss, Tex., to QMC
School, as student in 1934-35 course of in-
struction. (Feb. 6).

FIELD ARTILLERY

MAJ. GEN. HARRY G. BISHOP, C. of FA
Lt. Col. Charles P. George, detailed in
IGD, July 1; from Ft. Myer, Va., to Ft.
Sam Houston, Tex. (Feb. 2).
Maj. John E. McMahon, from Army War
College, Wash., D. C., assigned office of Asst.
Sec. of War, Wash., D. C. (Feb. 2).
1st Lt. Homer W. Kiefer, from Ft. Hamil-
ton, N. Y., to Ft. Lewis, Wash. (Feb. 5).
Capt. Hugh B. Hester, from Ft. Bliss,
Tex., to QMC School, for duty as student
in 1934-35 course of instruction. (Feb. 5).
1st Lt. Richard T. Bennison, detailed in
QMC, Aug. 25, from U. S. Mil. Academy,
West Point, N. Y., to QMC Motor Transport
School, Baltimore, Md., as student in 1934-35
course of instruction. (Feb. 7).
Maj. Jacob L. Devers, from Ft. Hoyle,
Md., July 1, assigned Ft. Myer, Va. (Feb. 8).

COAST ARTILLERY CORPS

MAJ. GEN. JOHN W. GULICK, C. of CAC
2nd Lt. Henry R. McKenzie, detailed in
QMC, Aug. 20; from Ft. Sheridan, Ill., to
QMC School, Philadelphia, Pa., as student
in 1934-35 course of instruction. (Feb. 6).
Lt. Col. Frederic H. Smith, detailed mem-
ber of GSC; from Ft. McClellan, Ala.; to
Panama Canal Dept. (Feb. 6).
1st Lt. Henry W. T. Eglin, assigned office
(Please turn to Page 481)

NAVY ORDERS

Feb. 1, 1934

Comdr. Charles H. Morrison, det. Bu.
Engr., Navy Dept., in Feb.; to c.f.o. USS
Astoria and on bd. as exec. officer when
comm.
Lt. Cdr. Hamilton V. Bryan, det. Office of
Nav. Intelligence, Navy Dept., in Feb.; to
c.f.o. USS Astoria and on bd. as 1st Lt. and
damage control officer when commissioned.
Lt. Cdr. Harold F. Fultz, det. Nav. War
College, Newport, R. I., in May; to USS
Seattle as exec. officer.
Lt. Cdr. Kneffer McGinnis, det. command
VP Sqdn. 10F about April 1; to Bu. Aero.
Navy Dept.

Lt. Clarence E. Aldrich, det. USS Argon-
naut in May; to Navy Yard, Portsmouth,
N. H.
Lt. John P. Cromwell, det. USS Barracuda
in March; to Subm. Base, Pearl Harbor,
T. H.

Lt. Wilfred J. Holmes, det. Nav. Research
Lab., Bellevue, D. C., in May; to command
USS S-30.

Lt. Forrest M. O'Leary, det. Nav. Torp.
Sta., Newport, R. I., in May; to Subm. Sqdn.
4 as sqdn. torp. and gunnery officer and on
board a subm. of that div.

Lt. John N. Opie, 3rd, det. USS Brasos
about April 1; to USS Medusa.

Lt. Thomas D. Wilson, det. USS Chester
about April 7; to Subm. Base, Pearl Harbor,
T. H.

Lt. (Jg) Kenneth C. Hurd, det. U. of
Calif., Berkeley, Calif., in May; to Subm.
Div. 5 as div. engr. officer and on bd. a
subm. that div.

Lt. (Jg) William C. Specht, det. USS
Borlie about April 1; to Battle Force Tor-
pedo School.

Lt. (Jg) S. David Willingham, det. Nav.
Engr. Experiment Sta., Annapolis, Md., in
May; to USS S-33.

Lt. (Jg) Merritt J. Crawford (DC), det.
Nav. Trng. Sta., San Diego, Calif., about
Jan. 24; to Asiatic Sta.

Ens. Ernest G. Campbell (SC), det. USS
Oklahoma about Feb. 20; to USS Altair.

Capt. Archibald L. Parsons (CEC), det.
Bu. Y. & D., Navy Dept., in Feb.; to Navy
Yard, New York, N. Y., as Public Works
Officer.

Ch. Bosn. William M. Casstevens, det. USS
Whitney; continue trmt. Navy Hosp., San
Diego, Calif.

Ch. Mach. George F. Fredenburg, det.
Navy Yard, Mare Island, Calif., in July; to
Asiatic Station.

Ch. Carp. Leo M. Hull, det. USS Bridge;
continue trmt. Nav. Hosp., Mare Island,
Calif.

Feb. 2, 1934

Rear Adm. Thomas J. Senn, det. as Cdr.
Base Force, about March 15; to duty as
Cdt. 12th Nav. Dist., and addl. duty as
Cdt. Nav. Operating Base, San Francisco.

Lt. Cdr. Frederick S. Holmes, ora. Jan. 9
revoked; continue duty USS Milwaukee.

Lt. Cdr. Donald W. Loomis, det. Nav. War
College, Newport, R. I., in May; to duty as
Off. in Chg., Retg. Trng. School, Nav. Trng.
Sta., Norfolk, Va.

Lt. Eli B. Parsons, det. USS Beaver; to
c.f.o. USS Kanawha and on bd. as engineer
officer when commissioned.

Lt. (Jg) Clarence C. Ray, det. Bu. Nav.
Navy Dept., in April; to USS S-22.

Lt. Cdr. George B. Dowling (MC), relieved
addl. duty 7th Reg. of Marines, Quantico,
Va.; to addl. duty Fleet Marine Force, Quan-
tico.

Lt. Cdr. James E. Houghton (MC), granted
sick leave three months; wait orders Wash-
ington, D. C.

Lt. Cdr. Jesse D. Jewell (MC), det. USS
Neches; continue trmt. Nav. Hosp., San
Diego, Calif.

Lt. James F. Finnegan (MC), det. Nav.
Hosp., San Diego, Calif., in Jan.; to USS
Neches.

Lt. (Jg) Luther G. Bell (MC), det. Norfolk
Nav. Hosp., Portsmouth, Va., about Jan. 27;
to Nav. Hosp., Pensacola, Fla.

Ens. Francis L. Blakelock (SC), det. USS
Arkansas about March 10; to USS Dobbin.

Ens. Stanley Mumford (SC), det. USS
Dobbin about April 20; to Navy Yard,
Phila., Pa.

Feb. 3, 1934

Lt. Cdr. Staley H. Gambrill, det. Nav.
War College, Newport, R. I., in May; to
Hydro. Office, Navy Dept., Wash., D. C.

Lt. Cdr. William G. Ludlow, Jr., Addl.
duty as Aide at the White House, Wash.,
D. C.

Lt. Robert L. Swart, det. Subm. Div. 5,
in June; to Navy Yard, Portsmouth, N. H.

Lt. (Jg) Philip D. Compton, det. U. of
Calif., Berkeley, Calif., about May 19; to
Subm. Div. 8 as div. engr. officer and on
bd. a subm. of that division.

Lt. (Jg) Thomas C. Green, det. USS Man-

ley about March 1; to USS Hamilton.
Lt. (Jg) Richard T. Spofford, det. USS
Manley about March 1; to USS Hamilton.

Lt. Cdr. Lewis G. Jordan (MC), det. Nor-
folk Nav. Hosp., Portsmouth, Va.; to c.f.o.
USS Ranger and on board when commis-
sioned.

Lt. Cdr. John L. Shipley (MC), det. Nav.
Trng. Sta., Norfolk, Va.; to Norfolk Nav.
Hosp., Portsmouth, Va.

Capt. Noel W. Grant (SC), granted sick
leave 1 month; wait orders Charleston, S. C.

Capt. Lewis W. Jennings, Jr. (SC), det.
Office of Nav. Operations, Navy Dept., in
Feb.; to duty as Navy Purchasing and Dis-
bursing Officer, Shanghai, China.

Ch. Carp. Leo M. Hull, granted sick leave
three months; await orders at Mare Island,
Calif.

Feb. 5, 1934

Lt. Rae E. Arison, ora. Jan. 31, modified,
to command USS S-26; instead duty USS
Argonaut.

Lt. (Jg) DeWitt C. E. Hamberger, desp.
ora. Jan. 15 revoked. Continue duty USS
Claxton.

Lt. (Jg) Lynn C. Petross, desp. ora. Jan.
15 revoked. Continue duty USS Claxton.

Lt. Cdr. Fred W. Granger (MC) det.
Norfolk Navy Yard, Portsmouth, Va.; to
Norfolk Nav. Hosp., Portsmouth, Va.

Capt. Everett G. Morsell (SC), det. Navy
Yard, Mare Island, Calif., about May 25;
to staff, Comdr. Destroyers, Battle Force.

Capt. William R. Van Buren (SC) det.
Navy Yard, Wash., D. C., about Mar. 1; to
Naval Operations, Navy Dept.

Capt. William S. Zane (SC), det. staff,
Comdr. Destroyers, Battle Force, in June;
to Navy Yard, New York, N. Y., as actg.
officer.

Lt. Myron W. Willard (SC), temp. addl.
duty as disb. officer, Navy Yard, Wash.,
D. C.

Ch. Mach. William H. Wright, ora. Jan.
19 revoked. Continue duty Nav. Torp. Sta.,
Newport, R. I.

Feb. 6, 1934

Lt. Roland R. Killian, det. Nav. Ammun.
Depot, Puget Sound, Wash., about Mar. 20;
to USS Melville as engineer officer.

Lt. Armand J. Robertson, ora. Jan. 25
modified; to instr. Nav. War College, New-
port, R. I., instead duty ROTC Unit, Yale
Univ.

Lt. Charles H. Walker, det. Subm. Base,
Pearl Harbor, T. H., in April; to USS Gamble
as exc. officer. Ora. Jan. 26 revoked.

Lt. John L. Welch, det. Rec. Ship at San
Francisco about Feb. 1; to USS Lamerton
as executive officer.

Lt. (Jg) Paul S. Depew, det. USS S-30;
to USS S-33.

Lt. (Jg) Arthur B. Dickie, det. 12th Nav.
Dist., in March; to USS Detroit.

Lt. (Jg) Thomas M. McGraw, det. Rec.
Ship at San Francisco; to USS Roper.

Lt. (Jg) Kenneth S. McPherson, det. USS
S-33; to USS S-30.

Lt. (Jg) Leonard H. Miller, det. command
USS Mahopac; to c. f. o. USS Kanawha and
on board when commissioned. Ora. Jan. 9
revoked.

Lt. (Jg) Theodore T. Miller, det. USS
Breckinridge about Feb. 15; to USS Tarbell.
Ora. Jan. 15 revoked.

Ens. Charles W. Aldrich, det. Nav. Air
Sta., Pensacola, Fla., about Feb. 1; to USS
McFarland.

Ens. James V. Bewick, det. USS Marble-
head in March; to c. f. o. USS Astoria and
on board when commissioned.

Lt. Comdr. Robert Bartle Miller (MC),
det. Navy Retg. Sta., Portland, Oregon; to
Nav. Hosp., Puget Sound, Wash.

Lt. Comdr. Percy J. Hutchison (SC), addl.
duty as disbursing officer USS Argonne,
about Mar. 31.

Lt. Percy Briggs (SC), det. USS Argonne
in April; to Nav. Torp. Sta., Newport, R. I.

Lt. (Jg) Arnold R. Kline (SC), det. USS
New Mexico in April; to USS Wright.

Ens. Ross G. Linson (SC), det. USS
Nevada about Mar. 26; to USS Utah under
instruction.

Ens. Frederick D. Witsel (SC), det. USS
Utah in April; to Navy Yard, Phila., Pa.

Feb. 7, 1934

Lt. John H. Parrott, desp. ora. Jan. 17,
revoked. Continue duty USS Bernadou.

Ch. Bosn. Albert C. Frenzel, det. Rec.
Sta., Phila., Pa., on Feb. 28; to home,
relieved all active duty.

Ch. Pay Ck. Thomas A. Grigsby, det.
USS Maryland; to Nav. Sta., Guantanamo
Bay, Cuba.

Ch. Pay Ck. Stanley B. McCune, det.
Fleet Air Base, Coco Solo, CZ; to Nav.
Academy, Annapolis, Md.

Asiatic Despatch Orders

Feb. 5, 1934

Capt. Charles W. Early, addl. duty as
Asst. Comdt. Navy Yard, Cavite, P. I.

Lt. Comdr. William Knox, Bu. Nav. Ora.
modl. to Dest. Sqdn. 5.

Lt. Winston P. Folk, det. USS Panay; to
10th Nav. Dist.

Lt. Daniel H. Kane, Bu. Nav. ora. modl.
to USS Sacramento.

Lt. Jesse G. Coward, Bu. Nav. ora. modl.
to USS Canopus.

Lt. (Jg) George E. Marix, Bu. Nav. ora.
modl. to Dest. Sqdn. 5.

Lt. (Jg) Durand Kiefer, Bu. Nav. ora.
modl. to Dest. Sqdn. 5.

Lt. (Jg) Donald F. Krick, Bu. Nav. ora.
modl. to Dest. Sqdn. 5.

Lt. (Jg) Alston M. Boyd, Jr., Bu. Nav.
ora. modl. to Subm. Sqdn. 5.

Lt. (Jg) Dane B. Cushing, Bu. Nav. ora.
modl. USS Mindonao.

Lt. (Jg) Clyde J. Nesser, Bu. Nav. ora.
modl. to USS Finch.

Lt. (Jg) Bryan F. Swan, Bu. Nav. ora.
modl. to USS Isabel.

Lt. (Jg) James M. Flynn, Bu. Nav. ora.
modl. to USS Isabel.

Lt. (Jg) Harry J. Verhoye, Bu. Nav. ora.
modl. to Yangtze Patrol.

Lt. (Jg) Richard S. Baron, Bu. Nav. ora.
modl. to Yangtze Patrol.

Ens. Wm. J. Giles, Jr., Bu. Nav. ora. modl.
to Dest. Sqdn. 5.

Ens. John F. Harper, Jr., Bu. Nav. ora.
modl. to Dest. Sqdn. 5.

Ens. Robert S. Fahle, Bu. Nav. ora. modl.
to Dest. Sqdn. 5.

Ens. Clifton Iverson, Bu. Nav. ora. modl.
to Dest. Sqdn. 5.

Ens. Floyd H. T. Myhre, Bu. Nav. ora.
modl. to Dest. Sqdn. 5.

Ens. Arthur L. Wilson, Bu. Nav. ora. modl.
to Subm. Sqdn. 5.

Ens. William B. Sieglauff, Bu. Nav. ora.
modl. to Subm. Sqdn. 5.

Ens. Arnold H. Holts, Bu. Nav. ora. modl.
to Subm. Sqdn. 5.

Lt. Joseph G. Hagstrom (SC), Bu. Nav.
ora. modl. to 10th Nav. Dist.

MARINE CORPS

Feb. 7, 1934

Lt. Col. Maurice E. Shearer, det. MB,
Navy Yard, Cavite, P. I., to Dept. of the
Pacific.

1st Lt. William M. O'Brien, about Feb.
20, 1934, det. MB, NAS, Pensacola, Fla., to
MD, USS Argonne.

2nd Lt. Forest C. Thompson, when
directed by CG, Dept. of Pacific det. MCB,
NOB, San Diego, Calif., to MD, USS Hous-
ton.

Mac. Gnr. Johnnie C. Vaughan, ora. mod-
ified on arrival Norfolk, Va., ordered to duty
MB, Parris Island, S. C.

Feb. 8, 1934

1st Lt. Louis E. Mario, on Feb. 15, 1934,
det. MB, Quantico, Va., to MCB, NOB, San
Diego, Calif.

1st Lt. Con D. Sillard, about Mar. 15, 1934,
det. MD, USS Argonne to MCB, NOB, San
Diego, Calif.

1st Lt. Chester B. Graham, about Mar. 15,
1934, detached MD, USS Northampton to
Dept. of the Pacific.

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SERVICE NEWS AND GOSSIP

Army Promotion Legislation—The War Department General Staff, under the direction of General Douglas MacArthur, has been engaged for some time in a redrafting of the promotion bill which carries his name. The point has been reached where the Department is virtually ready to submit the revised bill to Congress with a plea for its enactment.

To date there has been no information made available as to the changes contemplated in the new draft of the MacArthur Promotion Plan, but it is expected that it will follow rather closely the lines laid down in the plan submitted to Congress two years ago.

General MacArthur believes that under present conditions the plan represents the most satisfactory compromise possible between the aggregate cost and the ideal promotion rate. Its basic purpose is to establish a normal flow of promotion without resorting to methods that would operate unjustly against any particular group of officers or which would result in marked increases in the cost of running the Army.

Explaining his plan in his annual report, General MacArthur stated:

"To establish some logical norm there was first made an exhaustive analysis of 60 years of records covering the details of every officer's service in the Army. From this study there were omitted only those periods, usually war years, that have witnessed upheavals and the creation of humps in the promotion list. Using the mass of data so compiled as the basis for computations, there was constructed a normal promotion curve, combining the two factors of age and relative rank.

"The position of every officer on the existing promotion list was then plotted according to age and relative standing. Those whose plotted positions fall relatively near the normal curve may expect to reach the grade of colonel before retirement, but even in this group all the lower ranking ones must under existing conditions remain many years in the company grades. This is highly undesirable and would in itself constitute a sufficient reason for recommending modification in existing law. But even more important than this is the pressing need to provide some prospect of promotion for the officers abnormally placed along the curve; that is, the older ones now in grades below colonel whose chances for advancement under present conditions are almost negligible.

"The conservative correction proposed is simply to base promotion upon the normal rate of normally placed officers. All others would be carried forward to the succeeding grade by the advancement of the normally placed officers next below them on the list. To conform to economic necessities and to avoid extreme distortion of the list, definite maxima are established for the numbers of officers in the higher grades.

"There are several advantages to this method:

"First. It is economical, because pay in the Army depends more directly upon total length of service than upon the grade held, and definite maxima are established for numbers in the higher grades. Additional expense involved is kept within reasonable limits.

"Second. It holds out to the hopelessly submerged older officer some prospect for increased rank and responsibility during his active service.

"Third. It substitutes gradual and steady, even if slow, promotion for alternate

stagnation and spasmodic advancement.

"Fourth. It would modify the present promotion system only so long as the existing abnormal situation endures. Once the humps pass out of the service and practically every officer occupies a normal place on the list, this particular modification would cease to be effective.

"Fifth. It would operate in the interest of the Government and of the individual by stimulating morale and by making possible a better-balanced professional training.

"Sixth. It preserves all the good points of our present system by preventing favoritism and special influence from affecting promotion.

"As heretofore indicated, this bill is in no sense a panacea for all our promotion ills. It will not eliminate the humps, for obviously these abnormalities must be diminished gradually over a period of years so that replacements will not constitute another hump in the list.

"The bill does not give to every officer now in the Army an opportunity to reach the grade of colonel, but under any system that keeps the cost at a minimum this could not be accomplished. It does hold out to every officer the certainty of some promotion, and does this without working an injustice on any other. It has been designed more particularly to meet the situation with which we are at this moment confronted, and when time has materially changed this situation, further revision in law will undoubtedly be necessary."

Navy Promotion Relief—The study of promotion stagnation in the lower ranks of the Navy, which has been made by an informal board of officers in the Bureau of Navigation during the past few weeks has been completed and placed before Rear Adm. William D. Leahy, Chief of Bureau. Admiral Leahy, it is understood, has taken up the matter with Secretary of the Navy and informally with the Chairman of the House Naval Affairs Committee, Representative Carl Vinson. Nothing yet has been given out officially as to the matter, but it is said that a definite statement may possibly be made within the next week or ten days. Admiral Leahy is fully cognizant of the situation which will arise in four or five years time when the World War group will be due for selection to command and he believes that action must be taken in the near future to remedy the matter. It is understood that the recommendation before the Chief of the Bureau of Navigation contemplates the extension of the selection system to promotion to the grades of lieutenant and lieutenant commander, and suggests making the non-Naval Academy graduates extra numbers in grade. What finally will be done, however, remains to be seen. Many groups of officers who entered the Navy during the World War would be helped under one arrangement while others might be discriminated against. The Bureau intends to look at the problem from all possible angles before making a recommendation, and will consider the interests of every group.

Purchase of CCC Automotive Equipment—It was announced this week at the office of Mr. Robert Fehner, director of Emergency Conservation Work, that the Chevrolet Motor Co., of Detroit, Mich., has been awarded a contract for 326 trucks for \$187,942.48. This brings the total trucks purchased for the CCC to date to 14,179. Other automotive equipment purchased includes 659 tractors, 700 automobiles and ambulances, 580 tractor trail builders, 644 graders, and 74 compressors.

Health of the Army—The Office of the Surgeon General of the Army in reporting on the health of the Army for the five weeks ended Dec. 30, 1933, points out that the general admission rate for the United States for the month of December was 488, a decrease from 554 for November and much lower than the rate of 1,138 for December, 1932. The current rate was also considerably below the one for the 5-year average 1927-31. The rates for both diseases and injuries were lower than for the previous month as well as for December, 1932.

The total respiratory group was the cause of a slight increase in the rate for December over that of November, 119 as compared with 110. The rate for this group was, however, much lower than the one for December, 1932 (742) and for the 5-year average (279). The posts reporting a large number of cases of common respiratory diseases and influenza during the month were: West Point, 51; William Beaumont, 38; Ft. Benning, 37; Plattsburg Barracks, 36; Ft. F. E. Warren, 32; and Forts Slocum, Bragg, and Sam Houston, each 31. There were 13 cases of primary pneumonia reported during this period, 2 cases each at Walter Reed and William Beaumont General Hospitals, and 1 each at the following stations: Ft. Banks, Ft. Williams, Ft. Benning, Chicago General Dispensary, Scott Field, Ft. Riley, Ft. Sam Houston, Ft. Douglas, and Presidio of Monterey.

One case of typhoid fever was reported from Ft. Sheridan; one case of diphtheria from Ft. Jay; two cases of scarlet fever, one from Walter Reed and one from William Beaumont; and one case of tularemia from Chanute Field.

Eleven cases of malaria were reported, the rate being 1.18, the second lowest rate from this disease since March, but higher than the one for December, 1932, when it was 0.55. The rate for November, 1933, was 4.85.

Navy Stratosphere Flight Sets Record—The Contest Committee of the National Aeronautic Association has received word from Paris that the official report of the N.A.A. on the Settle-Fordney stratosphere flight made Nov. 20, 1933, had been homologated by the Federation Aeronautique Internationale and is now recognized as the official world altitude record.

Comdr. T. G. W. Settle, USN, and Maj. C. L. Fordney, MCR, took off from the Akron Municipal Airport and landed in a swamp five miles northwest of Bay-side, N. J. Accurate calibration by the Bureau of Standards at Washington of the official barograph carried on the flight indicated that Commander Settle and Major Fordney reached an altitude of 18,665 meters, (61,236.691 feet). Prior to the Settle-Fordney flight the Russian balloonists, Prokofiev, Birmbaum and Gudenoff, on Sept. 30, were reported to have reached an altitude of 19,000 meters, (62,335.77 feet). Recently the ill-fated Russian balloon "Syrius" was reported to have reached a height of more than 67,000 feet.

In the case of the first Russian ascent there was uncertainty as to whether suitable records permitting accurate and official determination of the altitude reached by the Russian balloon would be presented to the F.A.I. Russia is not at present a member of this International Federation which for many years has certified all important aeronautic performances establishing new record marks. Since such records were not presented, no check could be made upon the Russian ascent which would enable the accurate determination of the height reached. In view of this, the Settle-Fordney flight now stands as the officially recognized world altitude mark.

The world altitude mark, which had been previously certified as official by the F.A.I., was the record of 16,201 meters (53,152.726 feet) which was established by Professor Piccard and Max Cosyns, Aug. 18, 1932, at Dübendorf, Switzerland.

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General MacArthur's Air Views

(Continued from First Page)

which is, as they say, a first line of defense—the primary fighting force in the event of war. Now, will you please proceed in such a way as suits your convenience, and as may be dictated by your good judgment."

The testimony of General MacArthur, proceeded as follows:

Gen. MacArthur—"The release, Mr. Chairman, which was carried in the press was a formal and written release from the War Department, prepared by my direction; so that—"

Mr. May (interposing)—"Pardon me, but it was official?"

Gen. MacArthur—"An absolutely official release. As you will notice, it dealt only with subjects falling within the scope of the authority legally delegated to the War Department, and projected itself no further. In other words, it did not touch upon any phase of air development dealing with joint Army-Navy policy. It was strictly a War Department document. It was the general statement of a policy of the War Department, which it was hoped that the Congress would eventually put into active operation."

"You have stated something of the importance of air combat with reference to national defense in future wars. This is a subject, which perhaps, above all others, has engaged the attention of the American War Department since the close of the World War, due not only to the potentialities of the air as a medium of war, but also partially due to the newness and undeveloped characteristics of the arm. There are no well defined trends in this comparatively new branch of warfare which enable the charting of future possibilities with certainty. There must be large elements of conjecture and of imagination. The War Department and the Navy Department, in visualizing, after the World War, their own individual development, foresaw also the possibility that only a limited total of appropriations would be available for the development of all air components."

"After a protracted series of conferences between professional soldiers and sailors, and with the advice and co-operation of the Congress, there were finally set forth definite standards for the development of the air components of both of the services."

"These were put into effect by two laws passed, as I recall, in 1926. This legislation embodied the 'Five-Year plans' as they are colloquially designated. General ratios for the development of the two services were established, and limitations upon that development, covering the span of five years were outlined."

"Eight years have passed since that time, and due to the insufficiency of appropriations, the Army has not reached the fruition of the program. The Navy, I am glad to be able to say, has been more successful, and has completed its program. For further development, the Navy has just proposed another program, which I understand has already received the sanction of the House of Representatives."

"The Army feels that due to the interrelation of programs joint consideration is necessary to the needs of the two services. The development of Army aviation, of course, should proceed entirely in step with that of the Navy. We have for years been working along very definite lines. As long as ten years ago, in the so-called 'Lassiter Board', — of which the present very brilliant Deputy Chief of Staff was a member—the employment of air forces in military operations was projected into the future along broad lines."

"In broadest perspective, this employment divides itself into two parts: that which inherently pertains to ground troops of the Army, and that which involves the use of an Air Force by the Commander-in-Chief as a general reserve, to be thrown in at any definite point where he believes it advisable. The general conception of the G. H. Q. striking force was set forth by that Board."

"I may say, in describing the general

functions of the two broad groupments, that those elements of air defense which are inherently part and parcel of other forces, are the observation groupments which function directly with ground troops in tactical operations. By that I mean the observation squadrons which furnish the reconnaissance information, spot the targets and assist in controlling the fire of artillery. That type of air unit is equipped principally with observation planes."

"Back of these echelons, we have the main striking element of the air—the G. H. Q. force, which is equipped with three types of planes—attack, pursuit and bombardment. They are to be used just as you would use a slingshot. They are thrown at the point where they will be the most damaging. For cohesion, coordination, and to prevent their dissipation on minor missions, they are held together as a great general reserve under the commanding general in the field."

"Their uses would be varied. They could be used as a great deciding factor in a mass combat. They could be used for rapid reinforcement at distant threatened points, such as our outposts in Panama or in Hawaii. They could be used in independent missions of destruction, aimed at the vital arteries of a nation, or they might of necessity be divided up and used in detail."

"There has been a tremendous development in the airplane itself. I refer not only to the normal development of commercial aviation, but also to the special and individualized types with their peculiarly military missions. The development has been so rapid that it has been of doubtful wisdom to purchase, at any particular moment, great numbers of even the best types then existing."

"The types that we now have are changing, perhaps, more rapidly in performance characteristics than at any other time since the World War."

"The three types that, in major quantities, would compose the G. H. Q. air forces are attack, pursuit and bombardment. With reference to the bombardment—the name of this group practically describes its purposes and functions."

"The pursuit type is peculiarly to destroy an air enemy—in protection of the bombers or in general combat."

"The attack type not only has protective functions somewhat similar to the pursuit type, but also is equipped to lay down smoke screens in the accomplishment of such a purpose. They have the definite mission of attacking ground troops. This type is peculiar to the United States Army."

"These three types have been rapidly stepped up in speed. Speed is the essence of the protective potentialities of the air man. And by speed I do not mean entirely straightway speed; I refer to the maneuvering possibilities of the ship."

"As these wonderful inventors and developers of aircraft proceed, some remarkable results are being achieved. The three types are beginning to blend; and I personally believe that within the next ten years, you will probably see such a marked improvement that one type will do the work that is now divided among the three types. Our latest bombers attain a speed of about 210 miles per hour. That is many miles faster than our present pursuits make. I believe the speeds will increase. I believe the sizes of ships will probably increase, and that you will have the same general development which occurred with the other type of ship, the seagoing ship, which started in as a small man-of-war, expanded and grew and grew, until it finally embodies certain definite characteristics, which are now found in all of the main sea fighters."

"The development of the five-year plan in the Army—"

Mr. Goss (interposing)—"You mean the first five-year plan?"

Gen. MacArthur—"Yes,—was placed under an Assistant Secretary of War for Air, and the General Staff had practically nothing to do with the air program, except the normal routine of handling personnel, and as an advisory group on some subjects which pertain not only to the air, but to other

branches."

"That office is now vacant and in July it became necessary to have its functions carried on by other agencies in the War Department. The Secretary of War turned the military features over to the General Staff, and the procurement features over to the Assistant Secretary of War, just as is the case with the other branches of the service."

"That brought the Chief of Staff for the first time into direct supervision of the problems of the development of the air."

"I at once took the necessary steps, through boards and other means, to study development, to perfect plans for employment, and to analyze all other elements of our air defense problem,—a process which has been going on since that time."

"The program which was released the other day represents the General Staff's crystallized opinion on this one phase of the subject, as developed by months of study."

"A disturbing feature of our existing situation, as uncovered by the Staff study, is the relatively low proportion of planes that can fairly be classed as fighting ships, as compared to the total numbers accumulated during the past five years. As a first effort to correct this situation the War Department attempted to secure an item of \$39,000,000 from the Public Works Administration with which to purchase fighting airplanes."

"I wish to emphasize that up to the present the General Staff has had nothing whatsoever to do with the planes that have been purchased. This is a matter that has been entirely in the hands of the Assistant Secretary of War for Aviation, acting with the immediate advice of the Chief of Air Corps. Under the arrangement as now set up the General Staff still has nothing to do with the actual purchase of the planes, this being a function of the Air Corps under the supervision of the Assistant Secretary of War."

"The function of the General Staff,

acting with the advice of the Chief of Air Corps, is to determine whether the planes to be purchased shall be fighting types or non-fighting types. That is, it surveys our whole situation and determines whether our most pressing need is for bombing, pursuit and attack planes, or whether our most urgent requirement is for training, observation, transport or other non-fighting classes."

"Under the present set-up, after this preliminary determination has been made, it becomes the duty of the Assistant Secretary of War, acting with the advice of the Chief of Air Corps, to determine the actual specifications of the planes to be purchased."

"If, up until the time this new arrangement went into effect, any errors

"Statements have recently appeared in the press or been made over the radio that the General Staff has forced the purchase of slower types than those desired. Such statements are fallacious and without foundation in fact. They constitute sheer propaganda of the most vicious sort, and are inspired by those who seek to obtain a control over the incidents of Army Air comparable to that now being exposed so brilliantly by Senator Black's investigating committee with reference to civil aviation. and mistakes have been made in the procurement of Army aircraft, they can be attributed only to the air elements themselves, since the General Staff has had nothing to do with such questions. Responsibility for these functions rested entirely with the Chief of Air Corps and with the Assistant Secretary of War for Aviation."

The Chairman—"General, may I ask
(Continued on Next Page)

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ON THE BEAUTIFUL GULF COAST

General MacArthur's Air Views (Continued from Preceding Page)

you at this point, what is the minimum strength of that G.H.Q. air force that you would suggest? What is the minimum of the studies that the General Staff estimates to be feasible?"

Gen. MacArthur—"I would like to speak, Mr. Chairman, in terms of tactical units, rather than numbers. I think a great mistake was made in trying to delimit the air force by speaking of numbers. But to answer your question—later if you desire it I will try to give some estimate in terms of numbers—I would rather give you a general conception:

"The G.H.Q. air force contemplates five wings. Perhaps I should sketch very briefly the organization of the Air Corps. They have tactical units, just as have the other branches. The smallest is called the flight, usually of five planes. It corresponds, in general, to the platoon or fraction of a company or troop. The next larger element is the squadron, which corresponds roughly with the company. Then comes the group, which corresponds with the battalion. Then comes the wing, which corresponds roughly to the regiment. The G.H.Q. air force—"

Mr. Hill (Interposing)—"Excuse me one moment, General. But it would give us a better conception, I believe, if we knew just how many planes there are in a flight or a squadron. I have some idea. I have a flight in my own home town, but—"

Gen. MacArthur (Interposing)—"The figures are flexible."

Mr. Hill—"They are not definitely fixed?"

Gen. MacArthur—"They should not be. Expansional possibilities should be allowed, which will make them more or less elastic. A wing, however, would have at least 200 planes, and generally more. Under conditions now current I believe that the G.H.Q. air force should have five wings. There should be two pursuit wings. There should be one attack wing. There should be two bombardment wings—that is, two pursuits, two bombardments, and one attack; we should have at least five wings.

"We have now, as a nucleus of such a force, for use in an emergency, two wings: we have the West Coast wing and the East Coast wing.

"To answer your question categorically, I should say that the G.H.Q. air force should certainly have at least 1,000 planes."

The Chairman—"As a minimum?"

Gen. MacArthur—"Yes."

The Chairman—"And strengthening each of these organizations as occasion may require?"

Gen. MacArthur—"Yes. The size of the tactical unit of the air should be just as flexible as the size of the tactical unit of any other branch. It depends somewhat on circumstances. At certain points and under specialized conditions you need different sized tactical units from those at others. So that efficiency requires flexibility in the air, just as it does in the other branches. But, in order to be effective, that force should represent a thousand planes at least.

"As time goes on—as I say, we are treading untrodden paths—you might require a force very much larger. But you might find, if the types coalesce, that such a force might be unwieldy. You might feel you would obtain better results in subdividing it. That is conjectural. But as a general rule, I would figure that force at about one thousand planes."

Mr. Edmiston—"General, from the study that the War College, or whatever branch it is—"

Gen. MacArthur (Interposing)—"The General Staff."

Mr. Edmiston—"From the study that the General Staff has made since the War, have you not pretty well agreed that the air service will have an increasing function in any future wars?"

Gen. MacArthur—"I think that the whole trend throughout the world has been along that line. All air forces, in spite of the incessant talk of disarmament and the efforts made at Geneva to curtail them, are increasing. Of course,

weapons of war not only have a certain inherent need and necessity, but they are very sensitive to 'relativity,' that is to say, what the other fellow has, and the air trend has been up."

The Chairman—"General, I wish that you would finish your general statement, and then some of the other Members of the Committee may desire to ask you questions. When you have concluded your statement, the Members of the Committee will ask you whatever questions occur to them."

Gen. MacArthur—"Yes. It was in accordance with this very sketchy general outline I have given you that the War Department set forth its plan."

The Chairman—"General, as I understand the defensive strategy of America, it is purely one of defense; and if I understand it correctly, the war plans that the War Department may have, and that the joint planning board of the Army and the Navy may have, all are based and predicated upon the assumption of defense only."

Gen. MacArthur—"Absolutely. The whole organization of the American Army would be different were it designed for offensive action."

The Chairman—"Yes. Now, General, having been a member of the Committee when the acts of July 2 and July 26 were enacted in 1926, which created the five-year program for the Navy and the Army, respectively, I remember that that legislation was predicated upon the conclusions of the Morrow Board."

Gen. MacArthur—"Yes."

The Chairman—"Upon which were eminent representatives of both the Army and the Navy, as well as distinguished civilians?"

Gen. MacArthur—"Correct."

The Chairman—"And the ratio of 1,000 to the Navy, and 1,800 to the Army was then determined as the result of those studies?"

Gen. MacArthur—"That is correct."

The Chairman—"Exactly?"

Gen. MacArthur—"It was so written into the law."

The Chairman—"That was written into the law. Now, General, as I view the situation, the Navy, upon a defensive mission, would have to guard, so far as the continental United States is concerned, only ten or twelve, possibly, of entry ports towards which any enemy fleet might advance in order to invade the integrity of the United States; whereas the Army, through its air force, through its coast guard, and through its land forces, is expected to defend the entire frontier, whether by land or by water; and that entire frontier totals between 9,000 and 10,000 miles.

"Now, if as a result of recent action by the House of Representatives, at least—if there should be approved by the Senate and the President and enacted into law, the air force of the Navy is to be increased to a total of 2,184 planes, in order to defend the continental United States at about ten or twelve vulnerable points, by the old time 'Rule of Three,' to what extent should the air forces of the United States Army be increased in order to enable it to accomplish its mission of defending our entire frontier, to the North and the South and to the East and the West?"

Gen. MacArthur—"Certainly, answering very generally, proportionately. But I would like to give my own conception along the general lines that you have suggested.

"The mission of the Navy is to protect the United States, just as the mission of the Army is to protect the United States. They do it in different media. The first line of defense, the far-flung line, is the Navy; the final and main line of defense, the Army. Both of them have definitely to protect not only the mainland of the United States, but its borders, its possessions and its vital interests as well. Only they do it in two entirely different ways. The Navy goes out on the waters, and endeavors to interpose itself as a screen to prevent any element of attack from breaking through and reaching the United States. They protect the United States, just as we do. But they do it on the sea, rather than on the land. If an enemy breaks through or eludes the Navy, or the Navy is necessarily en-

gaged elsewhere, the next element, and the only element that is left to destroy him, is the Army.

"So that there is no such thing really, as a complete geographical line of demarcation between the services which those two groups will perform. It is quite possible that they may be both needed in the endeavor to crush an attacking enemy.

"A great misconception has grown up with reference to the subject of coast defense. The term 'coast defense' in itself is something of a misnomer. No nation that has ever lived could stand the cost of a cordon defense applied to such borders as has the United States. The system of cordon defense is a discarded theory. Rather you should have a rapidly concentrating force which can be ahead of the enemy at any place where he is going to strike; and you hold such a force in an interior position to throw to any exterior point.

"We do have, on our coasts, harbor defenses at certain specified points, which are primarily for the protection of Navy bases, so that the Navy will have a refuge. The Navy is not a completely independent unit. It must have the Army to support its bases and to protect it when it comes into port. We, of course, hold those particularly important points, too, to ward off the depredations of marauding attacks. But the primary purpose is to maintain bases for the fleet to occupy. But they are merely strong points, they are merely fortified strong points on a potential battle front.

"The main defense is not the fixed fortifications that we put there, but it is the mobile navy and the mobile troops that we would throw there immediately if the enemy started to attack at that point—the same mobile forces that we would throw to another threatened point. Such is the very essence of the G.H.Q. air force. It can be thrown to any point on the coast for its protection. The proper conception, in my opinion, of the line of demarcation between the Navy air and Army air is that the Navy air, like everything else that attaches to the Navy, should be for the purpose of increasing the fighting powers of the fleet. Anything that improves the power and strength of the fleet is money well spent.

"So that any development of the air which increases the air potentialities of the cruising fleets, certainly must be regarded as logical and proper. Any developments of the air which would not be present with the fleet, should properly be a function of a land-based force and belong to the Army. I do not care by what nomenclature you may call it, it is in reality a land function, and in basic terms, therefore, an Army function.

"There is no real conflict, therefore—although the press and a great section of the country, and even many professional men on both sides have fought very bitterly over this nebulous question of coast defense—it presents no real basis of discussion and disagreement at all. The air forces that properly belong to the Navy are the air forces that go with the fleet. And the air forces that are to be used and launched as attack units from the land belong to the Army. That does not mean, of course, that the Navy should be limited in its general training and control or prevented from having land bases, where their air training is done, and where they may even have special missions. But it does mean that the statute which was enacted by Congress, many years ago and which settled this question after the most thorough discussion by all the most competent professional elements in the nation at the time, stated, in effect, that the aviation for the Navy should be based upon the fleet, and that the aviation for the Army should be based upon the land.

"It has been one of the most unfortunate circumstances of air development that the various groups have not had the conception I have just outlined; because it has resulted in friction and in contention, and the growth of an idea in civilian circles that neither the Army nor the Navy knew exactly what they were driving at.

"Congress, after elaborate study, fixed the general ratio of airplane strength in the Army and Navy at 18 to 10. And with the air problem in such a continuous state of flux, with the lack of crystallization that you can expect at any definite moment in the near future, I would say that that was about as good a rule of thumb as any I know."

The Chairman—"I think it will be well at this point, for the information of the Committee, if I refer to the statutes with regard to that.

"A proviso contained in the Act of June 5, 1920 (41 Stat. 954), reads as follows:

"That hereafter the Army Air Service shall control all aerial operations from land bases, and Naval Aviation shall have control of all aerial operations attached to a fleet, including shore stations whose maintenance is necessary for operation connected with the fleet, for construction and experimentation and for the training of personnel."

Gen. MacArthur—"There is a practicable system of cooperation between the War and Navy Departments, as well as between the Army and Navy field forces. Through the medium of the Joint Board and its auxiliary boards, there has been established the policy of what is known as 'paramount interest': when the two services reach an area where they are operating in conjunction with each other, and one or the other has a predominant interest, the senior of that service which has a predominant interest takes command of all the forces. For instance, in an area in which the Navy fleet was operating, and in which their interests were predominant, the Navy admiral would have control of all elements, not only of his own service, but also those of the Army. He would have not only control of such Army elements of the air as may be present, but of all other elements of the Army. As an illustration, when troops were sent from Manila to Shanghai a year and a half ago for the protection of the International Settlement the predominant interest in that situation was a Navy interest. The Asiatic fleet was there, and the Admiral commanding the fleet took command of the Army elements. The 31st Infantry passed to his command. Similarly, there would be instances where the Navy elements in the sphere of operations would pass under the Army command. So that, at any point, any area of battle where the two services act in conjunction, the coordination is secured through that one which has predominant interest taking control completely of both branches."

The Chairman—"General, it has always confused me, however, in discussing that problem, as to which commander on the ground, the Naval commander or the land troop commander, should determine whose interest is predominant."

Gen. MacArthur—"That question is, of course, determined in the final analysis by joint action of the controlling heads here in Washington or by the Commander-in-Chief, the President of the United States."

The Chairman—"General, will you give your attention to this consideration with air power proper: if the minimum strength, as a striking force, of 1,000 planes, in five wings, is essential; and if the maximum strength be 1,500 planes, as such striking force immediately available to strike as a unit in any direction, it is manifest that there would have to be a reservoir, a reserve, to supply fatalities in this striking force. And in view of the Army Air Corps as a whole, would it not be necessary to increase not only the number of planes and personnel necessary to constitute this G.H.Q. striking force, but also to increase the air component as a whole, in order to have an ample reservoir in order to enable it as a whole to accomplish its other missions?"

Gen. MacArthur—"The very fabric of our system of National Defense is based upon a reserve drawn from the civil population. It is just as essential for the air as it would be for any other branch."

The Chairman—"Thank you."

Mr. Hill—"What would you do with this G. H. Q. fleet in time of peace?"
(Continued on Next Page)

General MacArthur's Air Views

(Continued from Preceding Page)

Would they be more or less concentrated, or would they be scattered around during certain seasons of the year? What would you do with them?"

Gen. MacArthur—"For the purposes of administration, training, and control, it would be handled along the same general lines that we now practice. It would be commanded by an Air officer responsible to the commanding general, but would not be concentrated in any one place. It could be concentrated, however, for training at any time."

Mr. Hill—"But they might be housed, so to speak, throughout the United States?"

Gen. MacArthur—"The subdivisions would be."

Mr. Hill—"They would be. Your thought would be that they would be added to what we have in the air force?"

Gen. MacArthur—"Yes. We have, of course, the nucleus now of what amounts to a G.H.Q. air force. You will remember, for example, the maneuvers held around Boston two years ago?"

Mr. Hill—"Yes."

Gen. MacArthur—"Air units were concentrated suddenly from the entire Army. We now have the nucleus of a G.H.Q. air force, two wings, the Eastern Wing and the Western Wing. The Eastern Wing is based on Langley Field, Va., and the Western Wing on March Field, Calif. But it is inadequate."

Mr. Hill—"You feel that this increase is the very minimum that we should have to have the proper air force?"

Gen. MacArthur—"Yes, I feel that we should."

Mr. Hill (interposing)—"Have you gone into the question of cost at all, General? That is, what this increase would cost in the way of materiel and personnel? Have you gone into what this increase would cost?"

Gen. MacArthur—"Only in a general way. I can give you rough estimates."

Mr. Hill—"You know that question always arises."

Gen. MacArthur—"That question naturally arises. Money, unfortunately, seems to be the basis of everything in this world."

Mr. Hill—"That is right."

Gen. MacArthur—"But I do not think it is especially pertinent to this authorization. This is not an appropriation bill. It is merely an authorization. The bill that you are considering, as I understand it, envisions a general authorization and does not involve the immediate expenditure of any money."

Mr. Hill—"Yes; but you realize this—that even though it is only an authorization, the House always wants to know what this thing will cost. You understand that?"

Gen. MacArthur—"Yes. But, of course, that would depend upon what you write into the bill."

Mr. Hill—"Did the recommendation of the General Staff contain any additional authorization, so far as the personnel of the officers and the enlisted personnel are concerned?"

Gen. MacArthur—"We believe the minimum immediate increase should be the 403 officers previously authorized to augment the Air Corps, and the number of 6,240 enlisted men who were taken from the other branches of the service—I believe not in accordance with the correct interpretation of the previous statute enacted by you—for transfer from the other branches to the Air Corps. That would be the minimum."

Mr. Hill—"Well, of course, those 403 officers would be in addition to the Army personnel; and that number of enlisted personnel would be in addition to the Army enlisted personnel."

Gen. MacArthur—"Absolutely. I know of nothing more destructive than to try to pass a constructive piece of legislation, which will be based upon the destruction of some other elements of national defense."

Mr. Hill—"Well, these other elements are pretty well skeletonized anyhow, are they not?"

Gen. MacArthur—"They are starved and skeletonized. As I have said to this Committee a number of times, they

are below the danger point. The National Defense Act was one of the greatest acts that was ever written, but it has never been supported financially by its creators."

Mr. Hill—"I do not want to get off the subject of the air; but of course, you feel, General, that what we ought to do is not only to increase the air and establish these General Headquarters forces, as suggested by you and the Staff, but we ought also to increase the other branches?"

Gen. MacArthur—"That is my opinion, but I would not wish to prejudice this special feature, by involving other general subjects which would probably succeed in killing this."

"I believe, to answer what I think is in your mind—this authorization should carry specific increases of the officers and men that I have stated."

Mr. Hill—"It ought to be so written into the law?"

Gen. MacArthur—"It ought to be written into the law."

Mr. Hill—"So that there can be no question but what these increases are additions to the existing strength, both in officers and enlisted men?"

Gen. MacArthur—"That is correct. You know without my explaining the difficulties we have in getting the added personnel of which I have spoken."

Mr. Hill—"Yes, I appreciate that; and I agree thoroughly with what you have said, to wit, that the intent and purpose of the Committee and of Congress, as expressed in the Act of 1926, has not been carried out."

Gen. MacArthur—"I do not think there is any question about it."

Mr. James—"General, what was the name of this last board?"

Gen. MacArthur—"The last board had no name, but if I named it I would call it 'The Drum Board.' Gen. Drum was the senior member on the board. The membership, in addition to the Deputy Chief of Staff (who is Gen. Drum) included the Chief of the Air Corps, the Chief of the War Plans Division; the Chief of Coast Artillery; and the President of the War College."

Mr. James—"What are their names, and was there anybody else?"

Gen. MacArthur—"The members of that board were Gen. Drum, Gen. Foulis, Gen. Kilbourne, Gen. Gulick, and Gen. Simonds."

Mr. James—"What was the date of their report?"

Gen. MacArthur—"I could not tell you, but I think their report was made in the month of August. I can verify that if you desire. Do you remember, Gen. Drum?"

Gen. Drum—"You approved it the 11th of October."

Gen. MacArthur—"The 11th of October, the final report that they put in was approved on that date."

Mr. James—"Now, you are talking about 403 officers. You mean, the 403 officers that were in the authorization of 1926?"

Gen. MacArthur—"I do."

Mr. James—"How many additional officers did they recommend?"

Gen. MacArthur—"The board did not go into that subject."

Mr. James—"And the 6,250 enlisted men?"

Gen. MacArthur—"I do not think the general increases that will be necessary would have to be covered by special legislation. The present National Defense Act carries an authorization for 6,000 officers more than have been appropriated for; and an authorization of nearly 160,000 men more than have been appropriated for. So that it would be merely a question of getting the necessary appropriations; you would not need the authorization."

"But our purpose in especially delimiting these officers and men was to prevent by 'appropriation law,' if I can coin such a phrase, the choking down of the intent of the 1926 act, and to have this number in addition to what we now get under the appropriations. And I believe if it is not written into law, it will be practically impossible of accomplishment."

Mr. James—"The Air Corps got practically all of the 6,250 men, did they

not?"

Gen. MacArthur—"Yes, sir. We built the Air Corps up to what it was authorized. We were faced with the situation of a young and new branch which, if it did not have its troops, would possibly decline. And so we sacrificed the older branches of the service and took the men from them. That was when we furl the flags of many of the old regiments, and in the regiments that were left we cut out battalions, and in the battalions that were left we cut out companies."

"At that time the Chief of Air Corps advised against it; but the opinion of the General Staff at that time was that it should be done, even if the sacrifice fell heavily on other branches."

"The same policy would have applied to the officers; but statutory requirements made it impracticable. So we supplied that requirement as far as practicable through the use of Reserve officers, as they graduated from Kelly School."

Mr. James—"Of course, Congress did authorize the increase 6,250 men, at that time, but those 6,250 men were not appropriated for. Mr. Buchanan, of the Appropriations Committee, in response to a request of me, said that for many years the appropriation bill could only be increased a certain amount to take care of that increase?"

Gen. MacArthur—"That is my understanding."

Mr. James—"And it was the Commander-in-Chief of the Army who insisted upon these men being taken from other branches of the service and put in the Air Corps rather than the Congress, or the Army, or anybody else. Is that true?"

Gen. MacArthur—"The decision of the Commander-in-Chief was that the total strength should not be increased."

The decision to make the transfers of the enlisted personnel from the other branches was the decision of the War Department. But the limitation that there should be no increase in the total strength was made by the then President of the United States."

Mr. James—"When was the Lassiter Board appointed?"

Gen. MacArthur—"The Lassiter Board, as I recall, was appointed about ten years ago."

Mr. James—"Gen. Drum was a member of that board?"

Gen. MacArthur—"Gen. Drum was a member, yes."

Mr. James—"And Maj. Gen. Wells and Gen. Lassiter. Who were the other members?"

Gen. MacArthur—"I do not know."

Gen. Drum—"General Helntzelman, Colonel Hunt and Lieut. Cols. Gulick and Lahm."

Mr. James—"That report did not reach Congress until 1926, did it?"

Gen. MacArthur—"I could not tell you."

Mr. James—"It did not reach Congress until 1926, and we took no action, because the Secretary of the Navy would not allow that bill to come to Congress until such time as there was an agreement as to how many planes there should be for the Navy. When it was decided that they should be 1,000 and the Army 1,800, I then introduced a bill, and that was the first time that the Lassiter Board report reached Congress. Was the Army consulted at that time, about the Lassiter Board increase?"

Gen. MacArthur—"At that time? I do not know. I was not in the Department."

Mr. James—"Were you consulted as to the 1,100 planes now pending?"

Gen. MacArthur—"Were we consulted on the Navy program now under consideration?"

Mr. James—"Yes."

Gen. MacArthur—"I have nothing about it until I saw it in the press. Had it been submitted to me I would have been heartily in accord with its provisions."

Mr. James—"How many planes did the Lassiter Board provide for?"

Gen. MacArthur—"I could not tell you."

Mr. James—"Can you tell how many. Gen. Drum?"

Gen. Drum—"My recollection is around 2,500. I am not sure of the figure, but I think it was 2,500 on a 10-year program."

Mr. James—"How many officers?"

Gen. Drum—"I am not sure. My recollection would be rather vague, but I would say that the officers must have been somewhere around 4,000; but I am not sure. I could check that up very easily."

Mr. James—"Well, that was ten years ago. You were a member of both boards. Are you now advocating in 1934 less planes, less men and less officers than you recommended to Congress up to 1924?"

Gen. MacArthur—"I do not think we are—not if you accept our recommendation. What I am anxious to do is to get an authorization which will not limit us by the strait-jacket of numbers such as was written into the 1926 bill. It is quite possible that the future development of the air will demand much higher figures than any that have been considered. It is quite possible, on the other hand, that anticipated totals may not be reached. I believe that there should be a degree of flexibility in the matter."

"And as I said, Mr. Chairman, I do not believe that you should attempt to fix numbers, any more than you fix the number of guns you give the artillery, and so on. I think the language should be general enough to permit sufficient latitude to care for changing conditions."

Mr. James—"Well, you are asking for 1,000 planes, and that would only give us a total of 3,300; and my recollection is that we recommended 4,000 or more in 1924?"

Gen. MacArthur—"I am perfectly agreeable to have you write in any added figure that you desire."

Mr. James—"These 1,000 planes, or 1,500 are all to be concentrated in the United States?"

Gen. MacArthur—"They are all to be primarily concentrated in the United States. I contemplate the use of those planes, however, in any emergency wherever it might be necessary. I contemplate, in case of necessity, throwing the entire outfit into Panama, or over to Hawaii, as the practicability of getting them over there becomes more and more apparent, and their need more definite. I am not even sure you could not get them over to the Philippines. You might have to do it in jumps—to Hawaii, Guam and Luzon. But I would throw them to any place where necessity arose. But they will primarily be concentrated for training in the United States."

(There was an informal discussion which the reporter was directed not to report.)

Mr. Thomason—"I have been listening with interest to General MacArthur, and I am in agreement with his program. But I also agree with Mr. Goss that, in view of what happened yesterday, it embarrasses me all the more, and that we certainly need to have a co-related program of some sort in connection with national defense; and if we go along, as we did yesterday, without making a fight—until a proper investigation can be made, why, I think it would be very easy to make me a strong advocate of a Board of National Defense, because, due to the cleverness of the Naval Affairs Committee, they will come in and steal the entire aviation program for the United States."

Authorizes D. S. C. Award

The House on Feb. 6 passed a bill which would give the Distinguished Service Cross to all enlisted men of the Army who were issued the certificate of merit. All persons who were issued the Distinguished Service Medal in lieu of the certificate of merit, would receive the D. S. C. under the terms of the bill. The measure, HR 715, now goes to the Senate.

Be prepared to help in the battle for National Defense. Keep informed through the Army and Navy Journal.

Personals

President and Mrs. Roosevelt entertained Thursday evening at the last state reception of the season in honor of the officers of the Army, Navy and Marine Corps stationed in and near Washington.

Eighteen hundred guests were received by the Chief Executive and First Lady, and many stayed late into the evening for dancing in the east room. At 9 p. m. the President and Mrs. Roosevelt, preceded by the military and naval aids, and followed by the members of the Cabinet and their wives, proceeded from the state dining room into the blue room where they took their positions before the screen of amilax and ferns to receive their guests.

Mrs. Roosevelt wore a gown of white brocaded satin fashioned with a deep V decolletage back and front, with a skirt draped to the back and ending in a brief train of white satin. She wore a shoulder bouquet of white orchids tipped with red.

Gen. MacArthur, who was accompanied by his aid, Capt. T. J. Davis, passed through the receiving line, and, after greeting briefly several guests who were in the state dining room, left the reception.

Former Brig. Gen. William Mitchell was accompanied by Mrs. Mitchell, who wore a gown of pale gray lace beaded with tiny crystal beads and fashioned with a deep cape. Mrs. Walter N. Vernon, wife of Capt. Vernon, naval aid to the President, wore a gown of jade green lace fashioned on simple lines.

The former Chief of Staff of the Army, Gen. Peyton March, was accompanied by Mrs. March, who wore a gown of white satin with a draped neckline and scarf embroidered in crystals.

Others present included Admiral and Mrs. Harry Huse, the latter wearing a gown of deep red velvet; Maj. Gen. and Mrs. Benjamin D. Foulis, the latter in a gown of black lace; Brig. Gen. and Mrs. A. T. Smith, Maj. Gen. and Mrs. Henry T. Todd, accompanied by their daughter, Miss Harriet Todd, and Rear Admiral Emory S. Land.

Among the chiefs of the branches of the Army who were present were Maj. Gen. James F. McKinley and Mrs. McKinley, who was wearing a gown of black lace with a cherry-red sash; Maj. Gen. Edward Croft, Chief of Infantry, and Mrs. Croft, who was attired in pink lace, and Miss C. M. Croft, wearing a gown of wine-colored satin; Maj. Gen. Fred W. Coleman and Mrs. Coleman, who was wearing a smart black beaded gown; Maj. Gen. Claude Brigham, Chief of the Chemical Warfare, and Mrs. Brigham, who had on a gown of black velvet with the bodice of cream and pearl with streamers of the beaded velvet.

Maj. Gen. Guy V. Henry, Chief of Cavalry, who was accompanied by his attractive daughter, Miss Mary Henry, wearing a frock of burnt orange crepe made with a low square-cut neck which was bordered with a lei effect of flowers shading from orange to deep brown; Maj. Gen. Harry Bishop and Mrs. Bishop, who was wearing a gown of pansy blue taffeta, made on simple lines with smart sleeves and crisp ruffles; Maj. Gen. John W. Gulick, Chief of Field Artillery, and Mrs. Gulick, who had on a gown of pink satin with bows of amethyst velvet on the shoulders; Miss Eleanor Roosevelt, daughter of the Assistant Secretary of the Navy and Mrs. Roosevelt, in black satin.

Others who braved the cold to attend the last reception of this season were Rear Adm. E. J. King and his daughter, Miss Florence King, who was wearing a frock of gold crepe-trimmed swirls of bronze; Rear Adm. and Mrs. R. H. Leigh, the latter had on a gown of beige lace and a necklace and earrings of jade; Rear Adm. and Mrs. E. B. Larimer, the latter gowned in a soft shade of gray; Rear Adm. Joseph Taussig, accompanied by Mrs. Taussig, who had on a gown of pink lace, and their daughter, Miss Emily Taussig, who wore a frock of white crepe; Rear Adm. E. J. Peoples, accompanied by Mrs. Peoples, who was wearing a gown of wine-colored

SERVICE SOCIAL NEWS

flat crepe, and their daughters, Miss Pamela with a frock of green crepe, and Miss Lella Peoples in black taffeta, with their aunt, Mrs. Joy Love, of Aurora, Ill., wearing a gown of ivory velvet; the Chief of Naval Operations, Admiral William H. Standley, and Mrs. Standley, the latter wearing a lovely brocaded gown made on simple lines with a short train.

Others seen at the reception included Admiral and Mrs. Joseph Strauss, the latter wearing a gown of shell pink satin made on princess lines with a square neck with rhinestone shoulder straps and a scarf of tulle about her shoulders; Capt. Frank Jack Fletcher, USN, aid to the Secretary of the Navy, Mr. Claude A. Swanson, and Mrs. Fletcher, the latter with a gown of white velvet with an ermine stole about her shoulders; Capt. Edgar L. Woods, USN, and Mrs. Woods.

Maj. Alvan C. Gillen, Jr. Inf., PMS & T at the University of Maryland, has been made the unofficial "Mayor" of College Park, Md. The title goes with the office of the President of the College Park Home and School Association, to which office Major Gillen has been re-elected for the second consecutive term.

Mid-year graduation exercises for members of the seventh grade of the Ft. Benning Children's School were held recently at the post, when ten students completed their studies and were presented with diplomas by Major Maurice D. Welty.

Those who completed the course were Marlon Barrett, Bill Brown, Helen Fairchild, Fred Ladd, Beatrice McNulty, Oscar Nuendorfer, Jack Pearson, Jimmy Persons, Betty Ruth Rarey, and Max Talbot. All of the graduates were immediately enrolled in the junior high school unit of Columbus High, and are attending that institution at the present time.

Mrs. Joseph E. Harriman, wife of Lieutenant Harriman, Ft. Monroe, Va., will arrive February 12 at Walter Reed General Hospital, where she will be a patient for several weeks. Mrs. Harriman, who was Helen Whitehurst of Norfolk attended Chevy Chase School before her marriage, and has a large circle of friends in Washington.

Maj. Gen. and Mrs. Benjamin D. Foulis will be at home in their apartment in the Shoreham Hotel, Feb. 11, from 5 until 7 o'clock.

The Secretary of War, George H. Dern, was honor guest at the stag dinner given by the second squadron of the 306th Cavalry Reserve, Feb. 6, at the Army and Navy Club, Washington, D. C., commemorating the sixteenth anniversary of the formation of the 306th unit.

The dinner followed the memorial service for fellow members of the 306th division who lost their lives in the World War, held at the Washington Cathedral.

Other distinguished guests at the dinner were Maj. Gen. Paul R. Malone, USA, Col. Harry N. Coates, USA, and Col. John D. Long, USA, Col. John Phillip Hill, Cav-Res., USA, acted as toastmaster.

Among others attending the dinner were Lt. Leslie Grenner, Col. Consuelo Sloane, Lt. Col. J. H. Behney, Lt. Col. Lester G. Wilson, Lt. Col. Henry S. Merriek, Maj. Russell P. Freeman, Maj. Geary Eppley, Maj. Guy N. Church, Capt. G. I. Smith, Capt. E. A. Kane, Capt. A. J. McCurdy, Capt. Horner Holt, Capt. Henry P. Ames, Lt. J. F. Nicholas, Lt. Carroll Wright, Lt. G. M. Galtier, Lt. E. H. Daniel, Lt. W. I. Irby, Lt. G. H. Perkins, Lt. Howard H. Ruppert, Lt. M. H. Osborn, Lt. D. J. Harrill and Lt. Daniel C. Fahey, Jr.

Brig. Gen. and Mrs. Alfred T. Smith entertained at tea Feb. 5, for Maj. and Mrs. Douglas Wesson, Ord-Res., USA,



MISS EMILY JOHNSTON TAUSSIG Daughter of Rear Adm. and Mrs. Joseph Kneffer Taussig, USN, whose engagement has been announced to Mr. Henry Wadsworth Whitney, son of Brig. Gen. and Mrs. Henry Howard Whitney, USA-Ret.

of Springfield, Mass., who were spending a few days in Washington at the Mayflower Hotel.

Mrs. George L. Duncan, wife of Major General Duncan, USA-Ret., is at the Martinique, Washington, D. C., for several days.

Comdr. P. V. H. Weems, USN-Ret., has been elected commander of the Guy Carleton Parlett Post No. 7, American Legion, Richard H. Elliott, the retiring post commander, was elected Adjutant and Finance Officer.

Commander Weems is an authority on navigation and at one time instructed Col. Charles A. Lindbergh in the science. He is a consultant navigator.

Lt. Comdr. Chester E. Lewis, USN, instructor, Naval War College, Newport, R. I., and Mrs. Lewis have been spending a few days in Washington at the Martinique.

Weddings and Engagements

Col. and Mrs. Homer B. Grant, USA, of the Presidio of San Francisco, Calif., announce the engagement of their daughter, Janet, to Lt. Albert F. Cassevant, CAC, USA.

Lieutenant Cassevant, a graduate of The United States Military Academy, Class of 1931, is stationed at Fort Shafter, Territory of Hawaii, with the 64th Coast Artillery.

Mrs. William B. Bryant, of Ridge-wood, N. J., has announced the engagement of her daughter, Miss Helen Camilla Bryant, to Cadet Edward E. B. Weber, of Portland, Ore., a member of the graduating class at West Point. Miss Bryant's father, the late Mr. Bryant, was publisher of "The Paterson (N. J.) Press Guardian" and a former member of the New York Tribune staff. Her grandfather was the late William Cullen Bryant, publisher of "The Brooklyn Daily Times," and her great-grandfather was Martin Kalbfleisch, an early Mayor of Brooklyn. Miss Bryant attended the Kent Place School, Summit, N. J., and is a member of the Junior Woman's Club, of Paterson.

Cadet Weber is the son of Mr. and Mrs. G. B. Weber, of Portland.

A wedding of interest to Army and Navy circles was that of Miss Mary Katherine Priest, daughter of Mrs. Priest and the late Lt. Comdr. Howard Priest, MC, USN, and granddaughter of the late Maj. Robert W. Dowdy, USA, to Mr. Willoughby Newton Offley, son of Col. Edward M. Offley, USA, and Mrs.

Offley, which took place at St. Thomas' Episcopal Church in Washington, Feb. 1. The ceremony was performed by the Rev. C. Ernest Smith, rector of St. Thomas'.

The bride was attended by her sister, Miss Charlotte Priest, as maid of honor, and Miss Elizabeth Reeves as bridesmaid, and was given in marriage by the Hon. Ashton C. Shallenberger, Representative in Congress from Nebraska. The best man was Mr. Bruce Gunnell of "Bush Hill," Fairfax County, Va., and the groomsmen were Mr. Walter Peter, Jr., of Georgetown and Mr. William Thompson of South Carolina.

Following a short wedding journey, Mr. and Mrs. Offley will be at home at 3120 R St., N. W., Washington, D. C.

Women's Organizations

Washington, D. C.—The Washington Chapter of the Daughters of the United States Army will hold its February luncheon at the Admiral, 1640 Rhode Island Avenue, February 13, at one o'clock. Mrs. J. H. Lindt, 3015 Porter Street is in charge of reservations and all daughters and granddaughters of regular Army officers are cordially invited and may make reservations through Mrs. Lindt.

Tank School Graduates

Ft. Benning, Ga.—Twenty officers completed the course of instruction offered by the tank section of the Infantry School here and were handed their diplomas by Brig. Gen. G. H. Estes, commanding the school, as the closing act of the curriculum. A radio message from Maj. Gen. Edward Croft, chief of infantry at Washington, was read to the class, conveying his congratulations.

"Please extend to the graduates of the tank course my heartfelt congratulations on their having completed successfully the course of instruction. On behalf of the infantry I extend to them best wishes for continued success in their future activities."

In addressing the graduates, General Estes said: "The trend of army development is toward motorization and mechanization, and those officers whose interest and information do not keep them abreast of the times will certainly be overlooked for preferment when the next national emergency arises. Our army is striving to keep pace with modern science. What we must have, and what we are working for is a swift, smashing military machine full of pep and vigor."

Those officers who received their diplomas were Captains Paul D. Connor, Raymond O. Miller, Fay Ross, Harvey E. Smith, William R. Watson and Chester C. Westfall; and Lieutenants Frank S. Bowen, James C. Fry, Francis E. Howard, Wendall C. Johnson, Lincoln Jones, Jr., Henry I. Kiel, Otis McCormick, Richard T. Mitchell, Cleland S. Sibley, Richard G. Thomas, Harold W. Uhrbrock, Edwin J. Van Horne, Russell Blair, and Willis S. Matthews.

Pass Relief Bills

The Senate on Feb. 6, passed S. 163, authorizing the payment of \$1,582.70 to Capt. Guy M. Kinman, USA, to reimburse him for the damage of his household goods while in a Government warehouse. A bill for the relief of Capt. L. P. Worrall, FD, USA, was also passed by the Senate. Both measures now go to the House.

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Posts and Stations

WASHINGTON, D. C.

Feb. 8, 1934

Brig. Gen. Perry L. Miles, USA, commanding general of the 16th Brigade, and Rear Adm. C. H. Woodward, USN, member of the Navy Board, Navy Department, will be guest speakers at the annual breakfast, to be held by District Society of the Dames of the Loyal Legion, in honor of the anniversary of the birth of Abraham Lincoln, Feb. 12, at the Mayflower Hotel. Mrs. Miles and Mrs. Woodward will also be guests.

Mrs. Claude Swanson, wife of the Secretary of the Navy, was the guest in whose honor Mrs. Ollie James entertained at luncheon Feb. 3 at the Carlton Hotel. The guests numbered 40.

Col. John W. Wright Infantry, USA, has been ordered to Baltimore, where he will be in charge of the National Guard of the District of Columbia, Maryland, Virginia and Pennsylvania.

Mrs. Fuller, wife of Maj. Gen. Ben H. Fuller was at home for the last time at their quarters at the barracks, Feb. 5.

The retiring major general commandant of the Marine Corps and Mrs. Fuller will move to the Brighton Hotel, March 1, having leased a suite there until they go to their country place, near Leesburg, Va., the first of May.

Comdr. and Mrs. G. R. O'Connor, USCG, entertained at the Shoreham Feb. 3, at dinner in honor of Comdr. and Mrs. W. M. Derby, who are leaving shortly for Boston. There were 18 in the company.

Col. and Mrs. D. G. Brinton, of Boston, have come to Washington and have taken an apartment at the Fairfax.

Mrs. Fordney, wife of Maj. Chester Fordney, daughter of Maj. Gen. and Mrs. Ben Fuller, and her children will move from the Marine Barracks the middle of the month to Florence Courts. At the close of school Mrs. Fordney and her little family will join Major Fordney in Chicago.

Mrs. Emory S. Land, wife of Rear Admiral Land, and Mrs. Dwight Chester will be at home the remaining Mondays in February in her home on Massachusetts avenue.

WEST POINT, N. Y.

Feb. 8, 1934

Last week-end a full sports program brought many visitors to the post. The Coast Guard Academy met the Army in basketball and boxing. The polo team met the team of Pennsylvania Military College, and wrestling team went to New Haven for its only meet away from home. The gymnasium team was away, meeting Temple University of Philadelphia. The events of the day ended with a hockey game in the evening with the University of New Hampshire.

Capt. Landon Lockett and Mrs. Lockett returned to Fort Hamilton early last week after having been guests of Maj. John B. Thompson and Mrs. Thompson for several days.

An indoor horse show was held Jan. 28, at the Riding Hall. This show, which was a forerunner of the annual June show, was held under the auspices of the West Point Horse Show Association, of which Maj. Gen. William D. Connor is president. Other officers of the association are Col. Simon B. Buckner, Col. Herman Beukema, Maj. John B. Thompson and Lt. John W. Wofford. A large gathering attended the exhibition, which was followed by an informal supper for the contestants.

Lt. Harold A. Brusher and Mrs. Brusher had as guests last week at their home in Highland Falls, Mrs. Brusher's sister, Miss Mild Hase, daughter of Col. William F. Hase and Mrs. Hase, of Washington. Lt. Russell E. Randall, and Mrs. Randall had as guests last week-end at their home in Highland Falls, Miss Mae Maine, of New York, and Miss Aileen Karpenia, also of New York, Miss Maine and Miss Karpenia attended the cadet hop.

Last week's meeting of the Ladies' Reading Club was held Jan. 29 at the home of Mrs. Robert B. Ransom. The paper, on American poetry, was read by Mrs. John W. Moreland, and Mrs. William A. Mitchell discussed current events.

Guests last week of Lt. Philip H. Draper, Jr., and Mrs. Draper were Mrs. Draper's sister, Miss Emily Woodruff, of New York, Lieutenant Draper's sister, Miss Emily Draper, of Troy, and Mrs. Jacob Hortensius, of Louisiana.

Lt. Carl F. Tischbein and Mrs. Tischbein had as guest for last week-end at their home in Highland Falls, Miss Mary Jane Thomas, daughter of Maj. Robert Thomas and Mrs. Thomas, of Fort Totten. Miss Thomas attended the cadet hop at Cullem Hall Feb. 3.

ANNAPOLIS, MD.

Feb. 8, 1934

Adm. and Mrs. Thomas C. Hart gave a dinner Jan. 30, taking their guests later to the ball given at Carvel Hall in honor of the birthday anniversary of President Roosevelt.

Mrs. C. Erskine Clement gave a dinner

party Feb. 3 in honor of Rear Adm. and Mrs. Ernest J. King, Capt. and Mrs. Frank J. Fletcher and Capt. Donald Cameron Bingham of Washington. Among the other guests were Mrs. Albert Niblack, widow of Admiral Niblack, who is Mrs. Clement's house guest; Capt. and Mrs. Ralston Holmes and Comdr. and Mrs. Jesse B. Oldendorf of the Naval Academy and Mr. Forbes Colhoun of Ivy Neck on West River. Mrs. Clement and her guests later attended the boxing match between the Midshipmen and Western Maryland College, which took place in the Armory.

Capt. Roland W. Schumann, USN, who will complete his present tour of duty at the Naval Academy in the Spring, has been assigned to the Asiatic station. Captain Schumann will leave Annapolis in May. Mrs. Schumann and their daughter, Miss Bliss Schumann, plan to spend next winter in Washington.

Capt. and Mrs. Guy Baker gave a dinner party Feb. 1, when their guests included Capt. and Mrs. John Henry Newton, Capt. and Mrs. Russell Willson, Capt. and Mrs. Charles M. Oman and Capt. Franklin D. Karnes and Mrs. Karnes. Capt. and Mrs. Baker also entertained a few friends at the basketball game Feb. 3 with tea afterward at their quarters.

Capt. and Mrs. Theodore Johnson gave a supper party, followed by bridge, Feb. 2, in honor of Mrs. L. Craven Bruce, who has left for Florida. Mrs. Johnson recently returned to Annapolis after a visit of several weeks to her son, Mr. Theodore Johnson, Jr., in Montclair, N. J.

Mrs. Hoogerwerf, wife of Comdr. Heister Hoogerwerf, who is spending the late winter at Carvel Hall, gave a luncheon followed by cards recently at Carvel Hall. Her guests were Mrs. D. Claude Handy, Mrs. Edward H. H. Old, Mrs. James Bowdoin, Miss Elizabeth Nott, Mrs. George Turner, Mrs. John B. Kaufman, Mrs. Robert Kirkpatrick, Mrs. Harvey E. Overesch, Mrs. Lynde McCormick, Mrs. William T. Smith, and Mrs. Clyde Robinson.

Lt. Clagett Wood, USA; Mrs. Wood and their young son, Thomas Clagett Wood, Jr., of Fort Hoyle, Md., and Mr. and Mrs. Benjamin Carr of Washington were last week-end guests of Mr. and Mrs. H. E. Enoch and Mr. and Mrs. T. Chattle Hopkins of Fourth River. Mrs. Wood and Mrs. Carr are daughters of Mr. and Mrs. Enoch and sisters of Mrs. Hopkins.

PANAMA CANAL ZONE

Pacific Side

Jan. 29, 1934

Lt. Jules E. Slack, of Quarry Heights, has been in Gorgas Hospital all of the past week, suffering from injuries received on Sunday afternoon, Jan. 21, while playing polo.

Brig. Gen. and Mrs. Thomas W. Darrah, of Ft. Amador, returned aboard the Republic, on Thursday, accompanied by their two grandchildren, children of their daughter, the late Mrs. Woodlin Thomas, of Washington, D. C.

Mrs. Lazar, wife of Lt. Aaron Lazar, of Ft. Amador, and Miss Olga Cook, daughter of Col. and Mrs. George Cook, of Ft. Amador, returned aboard the Republic on Thursday, Jan. 25.

Lt. and Mrs. Lawrence Bosworth of Ft. Amador had as their guests over night on Thursday, Jan. 25th, Mrs. Bosworth's parents, Col. and Mrs. Ralph M. Mitchell, who are aboard the Republic enroute to Ft. Worden, Wash.

Lt. and Mrs. Don G. Shingler, of Corozal, have as their guest Mrs. Shingler's mother, Mrs. Beldon D. Clark of Lexington, S. C.

Lt. and Mrs. Russell L. Vittrup of Ft. Clayton have as their guest Miss Wilma Koelsch of Dobbs Ferry, N. Y.

Mrs. Aaron Bradshaw, wife of Major Bradshaw, and Mrs. Lawton, wife of Lt. William Lawton, entertained fifty guests at tea on Thursday, Jan. 25, at the home of the former at Ft. Amador.

Col. and Mrs. E. L. Gruber of Ft. Clayton entertained fourteen at dinner on Saturday, Jan. 27, before the dance later in the evening at the Union Club.

PANAMA CANAL ZONE

Atlantic Side

Jan. 29, 1934

The Army Transport Republic docked on the Atlantic side on Wednesday morning, Jan. 24, bringing the new Atlantic Sector Commander, Brig. Gen. Lytle Brown and Mrs. Brown. General Brown upon his arrival took over the command of the Atlantic Sector from the Acting Commander, Col. J. V. Heldt.

Others who disembarked in Panama were Col. and Mrs. McKenny of Fort Randolph who have been on a month's leave in the States; 2nd Lt. and Mrs. Frank T. Folk and infant daughter, of Fort Randolph; 2nd Lt. and Mrs. Thomas K. McNair to be stationed at Fort Sherman; Lt. John L. Owens of Fort Davis and his bride, the former Miss Gohannie Dukes of Orangeburg, S. C.

Mrs. Max H. Warren, wife of Lieutenant Warren of France Field, Mrs. Harry V. Ellis, wife of Lieutenant Ellis, GME, of Fort Davis, and daughter Ellen who have been visiting in Washington, D. C.

Capt. and Mrs. Shiras A. Blair, AC, and daughter, Miss Barbara Blair, of France Field, sailed on Thursday morning to spend seven weeks on leave in California. They were passengers on the Army transport Republic.

Lt. and Mrs. Charles B. Overacker of France Field also sailed on the Republic for a brief visit in California.

Comdr. and Mrs. Robert P. Molten entertained at dinner at home, Fleet Air Base, Coco Solo, on Friday evening, Jan. 26.

Capt. and Mrs. Carl Adams of Fort Randolph were hosts at a buffet supper party on Saturday evening. The party later in the evening attended the movies.

Col. and Mrs. Clarence G. Bunker of Fort Sherman entertained at home honoring Lt. and Mrs. Thomas K. McNair on Wednesday evening of the past week. Lt. and Mrs. McNair arrived recently to be stationed at Fort Sherman.

Capt. Frank L. McCoy of Fort Davis, Capt. Jacob R. McNeil of Fort De Lessepo, and Lt. James V. Thompson of Fort Davis were able to leave Saturday of the past week for their posts after having been ill at Gorgas Hospital, Pacific side, for some time.

QUANTICO, VA.

Feb. 8, 1934

Mrs. Steinwachs, wife of Comdr. Franklin S. Steinwachs of Washington, was the honor guest at a bridge tea given by her sister, Mrs. James Smith, Jan. 31. Other guests included Mrs. Alexander, Mrs. Lloyd Leach, Mrs. John Kaluf, Mrs. Bernard Dubel, Mrs. Norman True, Mrs. Hugh Mauldin, Mrs. Ralph Culpepper, Mrs. W. D. Bassett, Mrs. Robert Yowell, Mrs. Joseph Seyffred, Mrs. Floyd Bennett, Mrs. Harry Dunkelberger, Mrs. Alexander Kreiser, Mrs. John Strother, Mrs. James Rieley, Mrs. Gale Cummings, Mrs. William McKelvy and Miss Constance Young of Fredericksburg.

Miss Perkins of New Orleans, who is visiting Col. and Mrs. Edward Banker, was the honor guest at a bridge tea given by Mrs. Frank Schwable Feb. 2. Those invited to meet Miss Perkins were Mrs. Edward Banker, Mrs. Clifford Richardson, Mrs. T. A. Bain, Mrs. Frank Armistead, Mrs. Dalton Davis, Mrs. Archibald Howard, Mrs. Harold Farnett, Mrs. DeWitt Peck, Mrs. Robert Blake, Mrs. Lewis Merritt, Mrs. Charles Gill, Mrs. Edward Shaw, Mrs. Floyd Bennett, Mrs. Oscar Brice, Mrs. Alexander Kreiser, Mrs. John Wehle, Miss Priscilla Lutz, Miss Williamson, Miss Elizabeth Torrey and Miss Elizabeth Barber.

Lt. Lyman Miller and Lt. Frank D. Weir have been detailed to take a course of instruction in chemical warfare at Edgewood Arsenal. Mrs. Weir and small son will spend the time in California with her parents.

Lt. and Mrs. Dwight Agnew of Washington spent a recent week-end with Lt. and Mrs. Elmer Saltzman and were guests of honor at a dinner given by their hosts, Jan. 27. In the party were Lt. and Mrs. Lawrence Norman, Lt. and Mrs. Glenn Britt, Mrs. James Rieley, Lt. and Mrs. Alexander Kreiser, Lt. and Mrs. Raymond Scollins and Lt. Lyman Miller.

Lt. Col. John H. Henley has been detached from this station and ordered to Washington. Colonel Henley and his family are now at their new home in Washington.

Maj. and Mrs. Arch Howard entertained at dinner Feb. 3 in honor of Mrs. Howard's cousins, Mr. and Mrs. Phillip Hulme. Mr. Hulme is a representative of the Anaconda Copper Co. in Chile. The party included Maj. and Mrs. Cecil Baker, Maj. and Mrs. Louis Fagan, Maj. and Mrs. DeWitt Peck and Lt. and Mrs. William Shier.

FT. GEORGE G. MEADE, MD.

Feb. 5, 1934

Preceding the informal hop which is being held at the Officers' Club Feb. 10, Capt. and Mrs. Paul Steele will entertain with dinner in their quarters.

Other hosts are Lt. Richard G. Stern, Q. M. Res. and Mrs. Stern.

Mrs. Charles B. Elliott and Miss Ida May Esmond were hostesses on Tuesday for the ladies' afternoon bridge club.

On Thursday Mrs. Warren C. Caldwell entertained with a luncheon and bridge party in her quarters.

Mrs. W. L. Brooks of Charlotte, N. C., spent several days on the post last week as the guest of Lt. Col. and Mrs. Edmund C. Waddill.

Lt. and Mrs. Leo C. Paquet entertained 19 guests at an informal party in their quarters last Saturday evening.

Mrs. Harold W. Churchill left on Tuesday for Montaur Falls, N. Y., where she is to spend about ten days visiting her family.

(Continued on Next Page)

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Posts and Stations

(Continued from Preceding Page)

NEWPORT, R. I.

Feb. 5, 1934.

The dance to be given on Saturday evening by the President of the Naval War College, Commanding Officers, and Officers of Naval Activities in Newport, will be held in the auditorium of the Naval Training Station, with an orchestra from Boston playing. Many dinners will precede the dance. Among those who will have guests are: Capt. and Mrs. Arthur S. Carpenter, who will have Rear Adm. and Mrs. Luke McNamee as guests of honor. Capt. and Mrs. Wilbur Van Auken, Comdr. and Mrs. James Lawrence Kauffman, Lt. and Mrs. Elliott Strauss, and Miss Patricia Alms, niece of Rear Adm. and Mrs. McNamee.

Miss Kathleen Dwyer, daughter of Col. and Mrs. Thomas P. Dwyer, who is spending the winter in New York, has arrived to spend two weeks with her parents. Many parties are being given in her honor. Those who have entertained are, Miss Elizabeth Johnston on Saturday and Col. and Mrs. Dwyer on Monday. Wednesday, Mrs. Bradford Norman will give a luncheon for Miss Dwyer, and that afternoon Mrs. Bernard A. Hoban of St. Georges School will give a tea.

Capt. Benjamin H. Dorsey, commanding officer of the Naval Hospital, and Mrs. Dorsey, gave a dinner at their home on Friday evening for Mr. and Mrs. Everett, of Boston.

Rear Adm. and Mrs. Luke McNamee had as week-end guests at the "President's House", Mrs. Hernand Bain, and Monsieur Michel Poylo.

Maj. J. W. Jones, USA, gave a dinner at his home on Rhode Island Ave., Thursday evening.

Lt. William A. M. Morin, USA, of Fort Adams, has left for a month's motor trip in the South.

Comdr. and Mrs. Robert B. Simmons entertained at a buffet supper for 100 on Saturday evening at the La Forge. Lt. Comdr. and Mrs. John D. H. Kane also gave a dinner Saturday evening at their home on Champlain St.

Rear Adm. Luke McNamee, president of the Naval War College, gave a luncheon on Friday, for Prof. Anton de Haas of Harvard University, who addressed the classes at the weekly lecture.

SELFRIDGE FIELD, MICH.

Feb. 5, 1934

Lt. and Mrs. Emmett O'Donnell and Lt. Everett G. Senter were the hosts at the evening bridge, Tuesday, Jan. 30. The ten tables were arranged in the central room of the Officers' Club where fires were laid in the attractive hearths at either end of the room. The prizes for high scores were awarded to Mrs. Harry G. Armstrong, Mrs. Steven V. Gusak, Miss Irene Schaffer and Lt. George P. Tourtellot.

Lt. Col. F. M. Andrews and Mrs. Andrews entertained at dinner in their quarters preceding the bridge. The guests were Capt. and Mrs. George S. Warren, Capt. and Mrs. Elsmere J. Walters, Capt. and Mrs. George Wald, and Lt. George Schlatter.

Capt. and Mrs. A. B. Ballard were hosts to another group on the same evening. Their guests were Mrs. James E. Parker, Mrs. Harry G. Armstrong, Mrs. F. B. Tyndall, Lt. and Mrs. Harlan T. McCormick and Lt. Albert W. Shepherd.

Mrs. F. M. Andrews, Mrs. A. H. Glikson, Mrs. Harry G. Armstrong, Mrs. Bryant L. Rostner, Mrs. Arthur W. Meehan, Mrs. Harry W. Miller and Mrs. Elsmere J. Walters were the guests of Mrs. R. C. W. Blessley in her quarters, Wednesday, Jan. 31, for bridge and tea.

Capt. Eugene Eubank, Commanding Officer of the 2nd Bombardment Group, and Lt. James E. Parker, who is attending the Air Corps Navigation Course at Langley, arrived from that place Saturday afternoon. Captain Eubank was the guest of Lieutenant and Mrs. Parker for the week-end and Captain Eubank and Lieutenant Parker returned to Langley Field Sunday afternoon.

The Brown Cottage was the scene of a delightful dinner party Saturday evening when Lt. and Mrs. Harlan T. McCormick entertained a party of twelve at dinner and bridge. The list of guests included Lt. Col. and Mrs. F. M. Andrews, Capt. and Mrs. A. B. Ballard, Capt. and Mrs. Fred C. Nelson, Lt. and Mrs. James E. Parker, Maj. Reginald Ducat and Capt. Eugene Eubank.

LONG BEACH, CALIF.

Feb. 4, 1934

Climaxing in brilliance and size previous Navy balls held in this city, the function Saturday night in honor of Admiral David Foote Sellers, Commander in Chief of the United States Fleet, Mrs. Sellers, and other Navy folk was attended by more than 3000. It included a banquet, in Pacific Coast Club, featured by speeches, and dancing in Municipal Auditorium to the strains of music by the Municipal band, directed by Herbert Clark.

Capt. Robert Henderson, USN-Ret., was toastmaster at the banquet, at which speakers included Mayor M. E. Paddock. Admiral Sellers voiced regret that when the fleet returns to this harbor after its Atlantic cruise, he will not be among those to come back. A transfer of command slated to take place June 1 will result in the four-starred flag of Admiral Joseph Mason Reeves, also an honor guest at the banquet and ball, floating from the main truck of the Fleet flagship. Admiral Sellers took occasion to compliment his successor as one of the Navy's ablest officers and a friend of more than thirty years.

San Pedro Chamber of Commerce and the Army and Navy Y. W. C. A. tendered a dinner Thursday night to Admiral Sellers and his flag officers. Other guests included Col. Charles H. Hilton, USA, Commandant of Ft. MacArthur.

Mrs. Sellers was hostess Friday at a luncheon for twelve in Pacific Coast Club, honoring Edana Ruhm, widow of a Naval officer, who is a popular current events lecturer and was heard here that morning by a large audience numbering many Navy women.

Mrs. Thomas T. Craven, wife of Rear Adm. Craven, was honor guest at an informal luncheon given in Virginia Country Club by Mrs. Roe H. Adams, wife of Capt. Adams, commanding USS Arkansas.

Mrs. Frederick J. Horne, wife of Rear Adm. Horne, was guest speaker on "Japanese Flower Arrangements" at a recent meeting of the Garden Club at Laguna Beach.

Mrs. Sellers and Mrs. Craven are to be honor guests Wednesday at the local Democratic Women's Club luncheon in Lafayette Hotel, presided over by Mrs. O. P. Hanna.

FT. BENNING, GA.

Feb. 6, 1934

Last Saturday evening the officers and ladies of the 29th Infantry staged a dance at the Polo-Hunt Club, with the floor decorated in the Valentine spirit. In the receiving line were Col. and Mrs. William E. Persons, Lt. and Mrs. Benjamin T. Harris, Mrs. L. W. Merriam, Mrs. T. J. Conway, and Lt. James E. Boswell. The music was furnished by the 29th Infantry orchestra.

Winners in last Monday's play in the Officers' Club bridge tourney for mixed teams of four were Capt. and Mrs. Don C. Faith and Mrs. Charles F. Colson and Lt. August E. Schanze, first Mrs. John L. Jenkins and Mrs. Thomas J. Leary, and Mrs. Thomas S. Arms and Mrs. Henry J. Matchett, second.

Preceding the 29th Infantry dance Capt. and Mrs. Morris B. DePass were hosts at a dinner at their quarters, with the guests including, Maj. and Mrs. William Hobson, Maj. and Mrs. Frank V. Schneider, Capt. and Mrs. Herbert L. Harries, Capt. and Mrs. Michael E. Halloran, Capt. and Mrs. Walter P. O'Brien, Mr. and Mrs. Jefferson Box, Mr. and Mrs. Perry Borom, Mrs. Selina Waddington, Maj. Kramer Thomas and Maj. Lawrence J. I. Barrett.

The Officers' Club staged a sports dance last Thursday evening with novelty entertainment offered for the amusement of the guests. The 29th Infantry orchestra played.

Lt. and Mrs. William C. Lucas have as their house guest Miss Dale Heard of Dallas, Tex.

Mrs. Harriet Weeks, of Washington, is visiting for a short time with Lt. and Mrs. James B. Pierce.

Maj. and Mrs. Clarence R. Heubner have as their house guests Miss Josephine Blanchard and Miss Anna Keller of Fort Leavenworth. Miss Blanchard and Miss Keller were honored by a dinner party at the Officers' Club preceding the sports dance last Thursday, by Lt. and Mrs. James E. Bowen.

NORFOLK, VA.

Feb. 9, 1934

Capt. and Mrs. Thurlow W. Reed were hosts Thursday afternoon at an informal tea given at their quarters in the Naval Base, in honor of Capt. and Mrs. David A. Weaver who recently have come to Norfolk to reside. Those calling numbered around fifty.

Mrs. Stephen E. Haddon, wife of Lieutenant Haddon was guest of honor Wednesday at a luncheon given by Mrs. James E. Dyer, wife of Lieutenant Dyer at their home in the Naval Base. Covers were laid for fifteen guests and in addition to Mrs. Haddon, those attending were Mrs. Aubrey W. Fitch, Mrs. Michael H. Kernodle, Mrs. Arnold J. Isbell, Mrs. William David Johnson, Mrs. John Cassidy, Mrs. Seymour A. Johnson and her house guest, Mrs. Kenneth B. Chappell of Washington, Mrs. Samuel A. Arthur, and her mother, Mrs. Dennis Sheehan of Los Angeles, Mrs. J. L. Murphy, Mrs. Frederick Wegforth, Mrs. H. L. Meadow and Mrs. Arnold Ellsworth True.

Mrs. Michael Kernodle, wife of Lieutenant Kernodle entertained on Thursday at a bridge luncheon given at her home in the Meadowbrook apartment in honor of Mrs. Haddon who with Lieutenant Commander Haddon will leave shortly for China where the latter has been ordered for duty. Covers

were laid for eight and Mrs. Kernodle's guests in addition to the guest of honor included Mrs. William David Johnson, Mrs. J. L. Murphy, Mrs. William Davis, Mrs. James E. Dyer, Mrs. James S. Tatch and Mrs. Warren E. Gladding.

Mrs. Seymour A. Johnson was hostess on Tuesday at a bridge luncheon given at her home on North Shore Road honoring her house guest, Mrs. Kenneth B. Chappell of Washington. Covers were laid for eight.

Mrs. Julian B. Timberlake, wife of Lt. Comdr. Timberlake was hostess on Wednesday at a bridge luncheon at her home at Virginia Beach, given in honor of two of the season's debutantes, Misses Mildred Berkley and Miss Frances Baldwin.

FT. DUPONT, DEL.

Jan. 30, 1934

Colonel and Mrs. Watkins left on a motor trip to Florida, Jan. 20, where they expect to vacation for several weeks. A delightful farewell supper and card party was given for them by Capt. and Mrs. C. H. Odeen. Among their guests were Mr. and Mrs. C. Earl Baum and Col. and Mrs. Alex H. Davidson of Delaware City.

Lt. and Mrs. Peter Rodenko and Miss Tweddle of Long Island were week-end guests at Maj. and Mrs. Douglas Cairns. The Bachelors gave a dinner for them at Powell Hall Jan. 20.

Miss Frances Cairns spent the week-end of Jan. 20 with Colonel and Mrs. Diamid at Governors Island.

A very entertaining vaudeville performance was held at the new post theater Jan. 24. The proceeds from this performance went towards the support of the Army Relief Society. The artists who very generously gave their services were Miss Dorothy Triscari, Miss Anne Romack, Sergeant Manginelli and Private Pieters of Fort Dupont. Two blackface artists were Mr. George Grier and Mr. L. Schwamb of Wilmington. Mr. Gardiner of Delaware City amused us with his Hill Billy songs and yodeling. Dr. Fred Miller of Wilmington again delighted us with his tricks of magic. A musical act was given by some of the members of Captain Svenholt's C. C. Company in Lewes, Del. Before the vaudeville, Major and Mrs. Simkins entertained at dinner.

At the Old Guard Ball in New York City on January 26, Fort DuPont was represented by Captain and Mrs. Whitaker, Lieutenant and Mrs. Purcell and the Lieutenants Ruestow, Thomas, Powers, Tripp and Downing. In the afternoon of the twenty-sixth Mrs. Svenholt entertained, at tea, for Mrs. T. J. Burke who is visiting her daughter, Mrs. Robert Lothrop.

SAN DIEGO, CALIF.

Feb. 2, 1934

Mrs. Edgar R. McClung, wife of Comdr. McClung, USN, was hostess at a luncheon party at Hotel del Coronado. The guest of honor was Mrs. Edmund Ball of Muncie, Ind., who has been visiting her son-in-law and daughter, Lt. and Mrs. Robert W. Morse, USN.

Capt. William W. Gilmer, USN-Ret., and Mrs. Gilmer were hosts Sunday at a dinner party in honor of Vice Adm. Clarence S. Williams, USN-Ret., and Mrs. Williams, of Washington, D. C.

Mrs. Donald B. McClary, wife of Lieutenant McClary, USN-Ret., entertained Tuesday with a luncheon for a small group of her friends.

Comdr. Louis J. Guilliver, USN, and Mrs. Guilliver and their daughter, Miss Grace Guilliver were hosts at a tea on board the USS Constitution Sunday afternoon. About sixty friends were invited.

The Misses Hope, Helen and Mary Lou Hathaway, daughters of Capt. and Mrs. George S. Hathaway, USN, entertained at a bridge party and tea Tuesday.

Mrs. Alan Shapley, wife of Lt. Shapley, USMC, sailed Monday for San Francisco and will make her home at Vallejo, where her husband has been transferred for duty on the new cruiser, the USS San Francisco, soon to be commissioned.

A dinner party was given Thursday evening by Mrs. Raymond W. Holsinger in honor of the birthday anniversary of her husband, Lieutenant Holsinger, USN.

Rear Adm. William T. Tarrant, USN, and Mrs. Tarrant entertained with a dinner at their quarters at the Naval Air Station Thursday evening, with covers laid for twelve.

FT. SNELLING, MINN.

Feb. 3, 1934

Dinner will be served to all officers of the garrison at the Officer's Club at six p. m., Thursday, Feb. 8, preceding the second Public Speaking Class. The officers who will speak this week are Lt. C. H. Day, Lt. L. R. Delmonico, Lt. C. A. Dahlen, Lt. Clyde L. Jones, Lt. J. W. Rudolph, Lt. H. K. Johnson, Lt. F. R. Zierath, and Lt. J. A. Remus.

Mr. and Mrs. Donald Alexander entertained the members of the Daughters of the United States Army and their guests at

a winter sports party at their home at White Bear Lake on Saturday afternoon.

The regular bridge tournament for the officers and Ladies of the Garrison was held at the Officer's Club on Friday evening. Refreshments were served after the play.

Mrs. Max Gooler was hostess to twelve ladies at a bridge supper at her quarters on Thursday evening.

Twenty-two guests were entertained at an informal dinner given at the Officer's Club by Capt. and Mrs. N. W. Speece before the post hop Jan. 26.

Maj. and Mrs. Theo. W. O'Brien entertained with an informal dinner at their quarters before the post hop Jan. 26.

Lt. and Mrs. Orin D. Haugen and Miss Gretchen Haugen are guests of Miss Julia Frances Wilson at Menomonie, Wis., this week end.

CARLISLE BARRACKS, PA.

Feb. 5, 1934

Mrs. G. L. McKinney spent the week end of Jan. 27 and 28 in Philadelphia, Pa.

Mrs. M. A. DeLaney was in Washington from Jan. 29 to Feb. 1.

The regular bridge tea dance was held Tuesday from three to six. The hostesses were Mrs. J. E. Baylis, Mrs. E. W. Billick, Mrs. C. M. Downs, and Mrs. J. C. Bower from the Post and Mrs. C. P. Ward, Mrs. T. J. Walker, Mrs. L. P. Veigel, Mrs. A. H. Thompson, and Mrs. W. T. Smith of the Basic Class. The prize winners were Mrs. J. U. Weaver and Mrs. Lottie Howie.

Mr. Dee Van Cott, of Salt Lake City, a student at Massachusetts Institute of Technology, spent a week at the Barracks with James Souder, also a student at M. I. T. with the latter's parents, Maj. and Mrs. C. G. Souder.

Miss Ruth McKinney, attending State College, spent the week end with Lt. Col. and Mrs. G. L. McKinney at the Barracks.

Lt. Col. and Mrs. James E. Baylis entertained guests at a dinner in their quarters Saturday evening, Feb. 3, for the Past Bridge Party. Their guests were Maj. and Mrs. C. G. Souder, Maj. and Mrs. J. L. Hartman, Capt. and Mrs. O. K. Niess, and Capt. and Mrs. F. B. Westervelt.

Hostesses for the Evening Bridge Club which met Saturday evening, Feb. 3 at 8:00 P. M., in the Red Cross House were Mrs. G. L. McKinney, Mrs. G. D. Newton, Mrs. K. A. Brewer, Mrs. J. M. Caldwell, Jr., Mrs. J. A. Egan and Mrs. R. A. Boyce Jr. Those who won prizes were Mrs. J. M. Caldwell, Jr., Lt. N. W. White, Lt. A. H. Thompson, Mrs. J. U. Weaver, Capt. V. H. Jeffers, Capt. George D. Newton, Lt. R. H. Allbee, Lt. Col. J. E. Baylis, Mrs. G. L. Beatty and Mrs. L. D. Baskin.

Lt. Col. J. M. Willis drove to Washington Sunday, Feb. 4.

FT. FRANCIS E. WARREN, WYO.

Feb. 2, 1934

The Ft. Warren Dramatic Club, organized three months ago with Maj. John T. Axton, Jr., post chaplain, as president, will make its initial bow to military personnel at Ft. Francis E. Warren, Wyo., Feb. 7 and 8 in the three-act farce "The Whole Town's Talking."

The play is to be presented at the post theatre for two nights, and if successful, may be offered in Cheyenne and at Ft. Logan, Col. Proceeds will be given to charity.

Mrs. George W. Brower, director, has announced the following cast:

Mr. Simmons—Maj. John T. Axton, Jr.
Mrs. Simmons—Mrs. Lucian D. Hogan.
Chester Blinney—Mrs. William J. Phelan.
Roger Shields—Lt. Ralph E. Doty.
Donald Swift—Lt. Gerald Roberson.
Letty Lythe—Miss Le Nore Edwards.
Sadie Bloom—Mrs. Boyce M. James.
Sally—Miss Jean Olmstead.
Lella—Miss Marian Northrup.
Annie, a maid—Mrs. Clarkson D. McNary.
Taxi Driver—Lt. William G. Sills.
Mr. Jack Arnold is stage manager while Mrs. Phelan has charge of all property.

Mrs. William Buerkle has been elected president of the Woman's Club at Ft. Francis E. Warren, Wyo., and will preside at the monthly meeting of the group for the current year. Mrs. George William Brower is vice-president, Mrs. Carlos W. Bonham, treasurer, and Mrs. Van H. Bond, secretary.

34th Pursuit Squadron Wins

Riverside, Calif.—The 34th Pursuit Squadron won the Douglas Honor Guldson Saturday morning, Jan. 27, at March Field, Riverside, Calif. This trophy will be awarded to the organization scoring the highest number of points in an inspection to be conducted monthly by Lt. Col. H. H. Arnold, the post and wing commander. The 34th, commanded by Capt. Ira C. Eaker, had the distinction of being the first organization to win this award.

Army Orders

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of Asst. Sec. of War, Wash., D. C., to Hawaiian Dept. (Feb. 6).
1st Lt. Felix N. Parsons, from Univ. of Ala., assigned Ft. Crockett, Tex. (Feb. 8).
1st Lt. John S. Henn, from Ft. McClellan, Ala., to University of Ala., Univ., Ala. (Feb. 8).

INFANTRY

MAJ. GEN. EDWARD CROFT, C. of Inf. Maj. Chas. H. Corlett, detailed member of GSC, assigned War Dept. Gen. St., from Vancouver Bks., Wash., to office C. of S., Wash., D. C. (Feb. 2).
Col. Chas. B. Elliott, detailed member of GSC, from Ft. Geo. G. Meade, Md., to Hawaiian Dept. (Feb. 2).

1st Lt. Wm. L. Burbank, from 22nd Inf., Ft. McPherson, Ga. to 8th Brigade, same station. (Feb. 3).

1st Lt. Wm. G. Stephenson, from 18th Inf., Ft. Hamilton, N. Y., assigned Hq. and Mil. Police Co., 1st Div., same station. (Feb. 5).

Capt. Andrew J. Nichols, from Ft. Thomas, Ky., detailed instructor, Inf., Pa. NG, Erie, Pa. (Feb. 5).

1st Lt. Herbert F. M. Matthews, detailed in QMC, from Howard University, Wash., D. C., to QMC School, Philadelphia, Pa., for duty as student in 1934-35 course of instruction. (Feb. 6).

Lt. Edwin B. Kearns, detailed in QMC, from Plattsburg Bks., N. Y., to QMC School, Philadelphia, Pa., as student in 1934-35 course of instruction. (Feb. 6).

1st Lt. Stephen S. Hamilton, detailed in QMC, from Ft. Benning, Ga., as student at Infantry School, report cmdg. gen., same station, as asst. to qm. (Feb. 6).

2nd Lt. Harold R. Uhlmann, from Ft. F. E. Warren, Wyo., to Hawaiian Dept. (Feb. 7).

Capt. Robert G. Howie, from Ft. Snelling, Minn., to Ft. Benning, Ga., report Infantry School, for duty with Academic Dept. (Feb. 7).

1st Lt. Robert N. Young, from Signal School, Ft. Monmouth, N. J., to Ft. Benning, Ga. (Feb. 7).

Capt. LeRoy M. Nichols, from Ft. Benning, Ga., with 66th Inf., report Commandant, Infantry School, for duty with hq. staff. (Feb. 7).

Capt. Rutledge M. Lawson, from Infantry School with hq. staff, assigned 24th Inf., same station. (Feb. 7).

1st Lt. Claude D. Collins, from Infantry School, Ft. Benning, Ga., report commandant, Infantry School, for duty with hq. staff. (Feb. 7).

Lt. Col. Andrew D. Chaffin, from 24th Inf., Ft. Benning, Ga., Aug. 1, report cmdt. Infantry School as instructor. (Feb. 7).

Capt. Fay Ross, from 66th Inf., Ft. Benning, Ga., July 1, report commandant, Infantry School for duty with Dept. of Experiment. (Feb. 7).

Capt. Edward J. Houck, upon own application retired from active service May 31, after more than thirty years' service. (Feb. 8).

AIR CORPS

MAJ. GEN. BENJAMIN D. FOULOIS, C. of AC.

1st Lt. Townsend Griffiss, from Bolling Fld., D. C., assigned office of Asst. Sec. of War, Wash., D. C. (Feb. 2).

The following from students at AC Advanced Flying School, to Hawaiian Dept.: 2nd Lt. Wm. G. Beard, Chas. F. Born, Julian M. Chappell, and Arnold L. Schroeder. (Feb. 8).

LEAVES

1st Lt. David A. Morris, CE, four months, Mar. 15. (Feb. 2).

2nd Lt. Frederick W. Castle, AC, extension, ten days. (Feb. 2).

Maj. Michael J. O'Brien, AGD, three months, 27 days, Feb. 4. (Feb. 3).

Capt. Stanley A. Clark, MAC, two months, 25 days, Mar. 1. (Feb. 3).

1st Lt. Thomas A. Doxey, Jr., FA, 14 days, on arrival U. S. (Feb. 3).

Maj. Wm. A. Beach, AGD, seven days, Feb. 12. (Feb. 6).

W. O. John F. Wallace, four months, Apr. 1. (Feb. 7).

WARRANT OFFICERS

W. O. Clinton A. Strain, from Ft. McPherson, Ga., to Philippine Dept. (Feb. 2).

W. O. Lonnie H. Lee, from Philippine Dept., to Pres. of S. F., Calif. (Feb. 2).

W. O. Vance H. Marchbanks, from Little Rock Air Depot, Little Rock, Ark., assigned Washington high schools (colored), Wash., D. C. (Feb. 6).

W. O. Wm. A. Sumpf, from hq. 1st C. A., Boston, Mass., to Philippine Dept. (Feb. 8).

RETIREMENT OF ENLISTED MEN

Mr. Sgt. Michael C. Rogers, OD, placed on retired list at Curtis Bay Ord. Depot, Md., Feb. 28. (Feb. 5).

Mr. Sgt. Harvey Alexander, AC, placed on retired list at AC Advanced Flying School, Kelly Fld., Tex., Feb. 28. (Feb. 8).

Mr. Sgt. Fred Baker, QMC, placed on retired list at Ft. Riley, Kans., Feb. 28. (Feb. 8).

BOARDS

A court of inquiry consisting of Brig. Gen. Francis LeJ. Parker, USA; Col. Louis Brechemin, Jr., MC; Col. Harold D. Coburn, Inf.; Col. Rudolph E. Smyser, QMC; Lt. Col. James J. Loving, CE; recorder, Capt. Loren F. Parmley, JAGD, is appointed to meet at headquarters Eighth Corps Area, at such times as the senior member shall direct, for the purpose of considering cases arising in connection with the classification of officers under the provisions of section 24b, act of June 4, 1920. (Feb. 2).

OBITUARIES

Announcement is made with regret of the death of Commodore William V. E. Jacobs, USCG-Ret., at Baltimore, Md., Jan. 29, after a comparatively short illness.

Commodore Jacobs was born at East New Market, Dorchester County, Md., Oct. 23, 1862, and was appointed a cadet in the Coast Guard from the State of Maryland in September, 1885. Throughout his service career of over 40 years he performed duty on the Atlantic, the Gulf, and the Pacific coasts; in Alaska waters, the Bering Sea, the Arctic Ocean, the Hawaiian Islands, and in the waters adjacent to Puerto Rico and the Virgin Islands. He was promoted through all the grades, receiving his commission as Captain March 16, 1923. He served two tours of duty as Superintendent of the Coast Guard Academy, New London, Conn., from March, 1910, to June, 1914, and from October, 1919, to March, 1923.

During the Spanish-American War he served as Navigating Officer of the Coast Guard Cutter Hamilton on blockade duty off Havana and along the north coast of Cuba, and was awarded the Spanish Campaign Medal and the "Medal Commemorating the Naval Engagements in the West Indies." At the outbreak of the World War he was in command of the Coast Guard Cutter Itasca, at San Juan, Puerto Rico, and subsequently assumed command of the USS Niagara which rendered conspicuous service in the war zone. He was awarded the Navy Cross for this duty.

In March, 1923, he was appointed Superintendent of Construction and Repair, Coast Guard Headquarters, Washington, D. C., being detached from this duty to assume command of the New York Division of the Coast Guard, in March, 1924, and also to serve as Captain of the Port of New York. In September, 1925, he took command of the Southern Division Pacific Coast, San Francisco, Calif., and was also detailed as Captain of the Port of San Francisco, in which capacity he served to the date of his retirement Oct. 23, 1926, with the rank of Commodore.

Commodore Jacobs is survived by a sister, Miss Emma Edmondson Jacobs, East New Market, Md. Funeral services were held at St. Stephen's Church, East New Market, Md., Jan. 31, with interment in the family burial plot near his birthplace.

Capt. Bernard H. Camden, U. S. Coast Guard, Ret., died at Hollywood, Calif., Jan. 31, 1934. He was born at Weston, West Virginia, Aug. 26, 1869. He was a midshipman at the Naval Academy from July, 1887 to September, 1889 and was appointed a cadet in the Coast Guard on April 11, 1894. He was commissioned an ensign on April 27, 1896. He was a member of the Relief Expedition, ordered by the President of the United States to rescue the crews of American whaling vessels locked in ice in Alaska, on the Bear in 1897 and later spent several years on the Yukon River expedition charting the Yukon and Koyukuk Rivers. His subsequent service embraced duty on all stations, including Atlantic, Pacific, Great Lakes and Gulf coasts. Early in the World War he commanded the cutter Gresham operating off the Virginia Capes, and from January, 1918 to June, 1919 he commanded the naval transport Antigone which made several trips to France to bring back American troops. For a short while in 1927, Captain Camden was Inspector in Chief of the Coast Guard.

In September, 1927 he was retired after 33 years of service. Captain Camden was an enthusiastic ordnance officer and designed the Camden projectile for shooting a line to a vessel in distress. This projectile could be shot as far as 1,400 feet. This projectile is standard for Coast Guard vessels equipped with 6-pounder guns. He also devised the Camden patent anchor and the Camden parallel rulers for use in navigation. The desire for travel continued and Camden made two world cruises, after which he settled down in Hollywood, Calif. Surviving him is his widow Mrs. Mildren Camden.

Comdr. George Wirt Simpson, USN-Ret., died Feb. 3, in Fitzsimons General Hospital, Denver, Colo. He was forty-eight years old, a son of the late Brig. Gen. G. W. Simpson, who was adjutant general at Governors Island during the World War.

Commander Simpson was born at West Point, N. Y., and was graduated from the Naval Academy at Annapolis in 1907. He was promoted to lieutenant, junior grade, in 1912; lieutenant, in 1916, lieutenant commander in 1917 and commander in June, 1924. During the World War he commanded the destroyer Sterrett and was awarded the Navy Cross for distinguished service.

Commander Simpson took a prominent part in the rescue of passengers from the Lamport & Holt liner Vestris off the Virginia capes in November, 1928. At the time he was navigating officer and acting executive officer of the battleship Wyoming, which was on its way to target practice when radio messages were picked up telling of the Vestris disaster. The Wyoming was put about and sent at full speed to the sinking ship. Eight persons were rescued by the Wyoming from floating wreckage and brought into Norfolk, Va.

Commander Simpson received a two-year assignment in 1925 in command of the USS Palos, in which post he was senior officer on the upper Yangtze River, 1,500 miles inland in China.

In 1929 he became aide to the commandant of the New York Navy Yard, serving there for two years. He retired from active service last year.

His two children, William A., and Louise Lee Simpson, survive.

Funeral services were held, Feb. 7, with full military honors, in Arlington National Cemetery. Lt. Stanton W. Salisbury, Chaplain Corps, USN, officiated. Honorary pallbearers were: Capt. C. F. Russell, USN, Capt. W. S. Farber, USN, Comdr. E. A. Lofquist, USN, Comdr. R. S. Galloway, USN-Ret., Comdr. Jonas H. Ingram, USN, and Comdr. A. G. Robinson, USN.

WO Eugene Nichols, USA, died Dec. 31, 1933, at Letterman General Hospital, Presidio of San Francisco, Calif.

Funeral services were held at the Post Chapel, Presidio of San Francisco, by Military Service Lodge No. 570, F. & A. M., of which Mr. Nichols was twice the Master, and followed by interment at the National Cemetery.

Mr. Nichols was born on Jan. 26, 1883, at Henry, S. D., and is survived by his widow, one son, one brother, and his parents.

He had served continuously with the Army since July 27, 1901, and during the Late War was commissioned a First Lieutenant in the Corps of Engineers.

Brig. Gen. Edward A. Millar, USA-Ret., died at his home, 545 Ocean Boulevard, Coronado, Calif., Jan. 31, after a short illness. He was widely known and highly esteemed by friends in service and in civil life.

General Millar was graduated from West Point in the class of 1882. He had a distinguished record on the active list for service in the Spanish-American and World wars.

He retired from active service in 1920 from disability incurred in service.

General Millar is survived by his widow, a son, Edward A. Millar, Jr., and a daughter, Mrs. William D. Geary, Ft. Douglas, Utah.

Births, Marriages and Deaths

BORN

BOSWORTH—Born at Gorgas Hospital, Panama, C. Z., January 23, 1934, to Lt. and Mrs. Lawrence Bosworth, USA, a son; grandson of Col. and Mrs. Ralph M. Mitchell, USA.

CLARK—Born at Winchester Memorial Hospital, Winchester, Va., January 23, 1934, to Lt. (Jg) Thurston B. Clark, USN, and Mrs. Clark, a daughter, Fairfax Washington.

DOBYNS—Born at Governors Island, New York, February 5, 1934, to Maj. and Mrs. Thomas Dobyns, USA, a daughter, Diane Garnett.

HAYS—Born at Mercy Hospital, San Diego, Calif., December 28, 1933, to Lt. (Jg) and Mrs. Will S. Hays, USN, a daughter, Marian.

PRICE—Born at the Pensacola Hospital, Pensacola, Fla., January 29, 1934, to Lt. and Mrs. E. O. Price, USMC, a son, Robert Oliver.

ROBERTS—Born at Oswego, New York, February 3, 1934, to 1st Lt. and Mrs. Heyward B. Roberts, Inf., USA, a son, Heyward Bradford Roberts, Jr.; grandson of Brig. Gen. and Mrs. C. D. Roberts, USA.

MARRIED

BOURDO-DEPPE—Married at Elkton, Md., February 1, 1934, Ellen Jane Deppe to Frank Burdo, of Yonkers, N. Y.

DENT-CAMPBELL—Married at Baltimore, Md., February 5, 1934, Miss Helen St. Clair Campbell to Col. Elliott J. Dent, CE, USA.

HUNT-NORTON—Married at Des Moines, Iowa, February 1, 1934, Miss Ruth Levenne Norton, daughter of Col. and Mrs. E. M. Norton, USA, to Lt. Harold H. Hunt, USA.

KNOERTZER-TAYLOR—Married recently at Las Vegas, Nev., Miss Trude Taylor to Ensign Haliford A. Knoertzer, USN.

OSWALD-deVEUVE—Married at San Francisco, Calif., January 17, 1934, Miss Dorothy de Veuve, to Lt. Adolf Henry Oswald, USN.

POWELL-PATON—Married at Baltimore, Md., February 1, 1934, Miss Frances Evelyn Paton to Lt. Comdr. Paulus Prince Powell, USN.

WEITZMANN-NICHOLLS—Married at Ithaca, New York, February 3, 1934, Miss Florence Nicholls, daughter of Col. and Mrs. Jesse Crook Nicholls, USA-Ret., to Mr. Francis White Weitzmann.

DIED

BENSON—Died at Fayetteville, N. C., January 28, 1934, infant daughter of Capt. and Mrs. Joseph W. Benson, AC, USA.

CAMDEN—Died at Hollywood, Calif., January 31, 1934, Capt. Bernard H. Camden, U. S. Coast Guard, Ret.

COFFEY—Died at Philadelphia, Pa., January 17, 1934, Mrs. Dorothy J. Coffey, wife of Maj. Abblon McD. Coffey, USA-Ret.

EGGLESTON—Died at Two Harbors, Minn., February 6, 1934, Capt. Glen Raymond Eggleston, Inf.-Res., USA.

HANSEN—Died at Fort Leavenworth, Kans., January 31, 1934, Maj. Oscar A. Hansen, MC, USA.

KNAPP—Died at Washington, D. C., February 6, 1934, Mrs. Lillian Harrison Knapp, widow of Capt. John Joseph Knapp, USN.

KUGEL—Died at the Walter Reed General Hospital, Washington, D. C., February 3, 1934, Lt. Carl A. Kugel, USA.

MILLAR—Died at Coronado, Calif., January 31, 1934, Brig. Gen. Edward A. Millar, USA-Ret.

NICHOLS—Died at Letterman General Hospital, Presidio of San Francisco, Calif., December 31, 1933, W. O. Eugene Nichols, USA.

RAWSON—Died at Brookline, Mass., February 1, 1934, Capt. Edward Kirk Rawson, USN-Ret.

SIMPSON—Died at the Fitzsimons General Hospital, Denver, Colo., February 3, 1934, Comdr. George Wirt Simpson, USN-Ret.

WELLS—Died as the result of an airplane accident near Randolph Field, Texas, February 6, 1934, Flying Cadet Harold L. Wells.

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MERCHANT MARINE

Current American Shipbuilding

On Jan. 1, 1934, American shipyards were building or under contract to build for private shipowners 25 vessels aggregating 24,520 gross tons compared with 26 vessels aggregating 24,925 gross tons on Dec. 1, 1933. The tonnage was distributed as follows:

Steam and motor, steel, seagoing, 1,000 gross tons and over, 6 vessels totaling 14,600 tons.

Unrigged, steel, all coasts, 100 gross tons and over, 18 totaling 9,305 tons.

Steam and motor, wood, all coasts, 100 gross tons and over, 1 of 615 tons.

Financial Digest

The Federal Reserve Board's condition statement of weekly reporting member banks in 90 leading cities on January 31 shows increases for the week of \$138,000,000 in loans, \$541,000,000 in United States Government securities, \$46,000,000 in other securities and \$605,000,000 in Government deposits, and a decrease of \$176,000,000 in reserve balances with Federal Reserve banks.

Loans on securities increased \$113,000,000 at reporting member banks in the New York district and \$111,000,000 at all reporting banks. "All other" loans increased \$49,000,000 in the New York district and \$27,000,000 at all reporting banks, and declined \$8,000,000 in the Boston district.

Holdings of United States Government securities, incident to the Treasury's recent financial operations, increased substantially in nearly all districts, the total increase being \$541,000,000. Holdings of other securities increased \$46,000,000 in the New York district and at all reporting banks.

Borrowings of weekly reporting member banks from Federal Reserve banks aggregated \$13,000,000 on January 31, a decrease of \$7,000,000 for the week.

Licensed member banks formerly included in the condition statement of member banks in 101 leading cities, but not now included in the weekly statement, had total loans and investments of \$1,010,000,000 and net demand, time and Government deposits of \$1,081,000,000 on January 31, compared with \$971,000,000 and \$993,000,000, respectively, on January 24.

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Rates For Year Ended Sept. 30/33

CAREFUL DRIVING MEANS GREATER SAVINGS

Dividends have been greater this year than they have ever been before. MEMBERS ARE URGED TO DRIVE WITH STILL GREATER CARE AND THUS OUT LOSSES SO THAT THE GOAL "MORE THAN 50% SAVINGS" MAY BE REACHED SOON.

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Over 19,500 Policies in force.

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HERBERT A. WHITE } Attorneys-in-fact

Aviation in Spotlight

(Continued from Page 471)

the purpose of increasing the efficiency of the Air Corps of the Army and for its further development the following five-year program is authorized:

Equipment: The Secretary of War is hereby authorized to equip and maintain the Air Corps with not less than four thousand eight hundred and thirty-four airplanes, and such number of airships and free and captive balloons as he may determine to be necessary for training purposes, together with spare parts, equipment, supplies, hangars, and installations necessary for the operation and maintenance thereof. In order to maintain the number specified above, the Secretary of War is hereby authorized to replace obsolete or unserviceable aircraft from time to time; Provided, That the necessary replacement of airplanes shall not exceed approximately one thousand annually: Provided, That the total number of airplanes and airships herein authorized shall be exclusive of those waiting salvage or undergoing experiment or service tests, those authorized by the Secretary of War to be placed in museums, and those classified by the Secretary of War as obsolete: And provided further, That the total number of planes authorized in this section shall include the number necessary for the training and equipment of the National Guard and the training of the Organized Reserves as may be determined by the Secretary of War.

Method of personnel increase: The total increase in commissioned personnel over and above the existing strength in grade and the total increase in enlisted personnel authorized herein shall be distributed in grades over a five-year period beginning July 1, 1934. Not less than one fourth of the total increase shall be made during the first year, and the remainder in four approximately equal increments: Provided, That nothing contained in this section shall affect the number of reserve officers that may be called to active duty for periods of less than six months under existing law. The President is hereby authorized to submit to Congress annually estimates of the cost of carrying out the five-year program authorized herein: Provided further, That a supplemental estimate for the fiscal year ending June 30, 1935, may be submitted to cover the cost of the first annual increment.

Method of increase of equipment: The total increase in equipment authorized herein shall be distributed over a five-year period beginning July 1, 1934. Not less than one fifth of the total increase shall be made during the first year, and the remainder in four approximately equal increments. The President is hereby authorized to submit to Congress annually estimates of the cost of carrying out the five-year program authorized herein: Provided, That a supplemental estimate for the fiscal year ending June 30, 1935, may be submitted to cover the cost of the first annual increment.

Sec. 10. That the Chief of the Air Corps shall be charged with the preparation and submission to the Secretary of War of all estimates covering the entire cost of the Air Corps; that such estimates shall be considered by the Secretary of War apart from those for other arms and services of the Army: Provided, That the Chief of the Air Corps shall be responsible directly to the Secretary of War for the efficient and economical control and expenditure of all funds annually appropriated by Congress for the upkeep, maintenance, and operation of the Air Corps: Provided further, That the costs of services and supplies for the Air Corps by other supply and technical branches of the Army shall be adjusted by interbureau transfers of funds to cover actual costs without overhead, of such supplies or services, and such transfers may be in advance if so ordered by the Secretary of War in the manner now provided by law.

Sec. 11. That the Chief of the Air Corps shall report directly to and be the immediate advisor of the Secretary of War on all matters relating to military aviation and shall be charged by the Secretary of War with the planning, development, and execution of the Air Corps program. The Chief of the Air Corps shall command such portion of the Air Corps not needed for the Air Service of ground troops, as prescribed by the President. The Chief of the Air Corps shall prepare the necessary plans for recruiting, mobilizing, organizing, supplying, equipping and training the Air Corps for use in the national defense and for demobilization. He shall be charged with formulating plans for use in the theater of war of the Air Corps, separately or in conjunction with the other branches of the Army and/or the Navy, in the national defense. He shall be a member of all joint Army and Navy boards and the War Department General Council. As the agent and in the name of the Secretary of

War, he shall issue such orders as will insure the speedy and efficient carrying-out of the Air Corps program.

Sec. 12. All laws or parts of laws, insofar as they may be inconsistent herewith or in conflict with the provisions of this Act, are repealed. If any section or provision of this Act shall be held to be invalid, it is hereby provided that all other sections and provisions of this Act not expressly held to be invalid shall continue in full force and effect.

The full text of the "Air Reserve" bill is as follows:

To promote the national air defense; to establish and reorganize within the Army of the United States an Air Reserve; to provide for the supply, equipment, and training of an Air Reserve; and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

Declaration of Policy

Section 1. It is hereby declared to be the policy of Congress to make adequate provision for the Air Reserve that it may be immediately available for effective use as a supplement to the Air Corps should national emergency demand.

Establishment and Composition of the Air Reserve

Sec. 2. There is hereby created an Air Reserve. The Air Reserve shall consist of all Reserve officers who now hold commissions in the Air Corps Reserve and who hold an aeronautical rating recognized by the War Department, and all who may hereafter be appointed in the Air Reserve under regulations now existing or hereafter issued by competent authority.

Administration of the Air Reserve

Sec. 3. The Air Reserve shall be administered as a separate department of the Air Corps. The President shall appoint for the purpose of administering all Air Reserve activities an Air Reserve officer, who shall be known as the "Chief of Air Reserve," who shall serve under the Chief of Air Corps. The Chief of Air Reserve shall be appointed to serve for a term of four years, unless sooner relieved by the President, and during such service as Chief of Air Reserve shall hold a temporary rank of field grade in the Air Reserve on active duty and shall be entitled to the same pay and allowances and flying privileges as such officer in the Air Corps. Until appropriations have otherwise been provided by Congress, the pay and allowances of the Chief of Air Reserve and cost of activities of the Air Reserve shall be paid from funds heretofore appropriated for the Air Corps Reserve.

The Chief of Air Corps shall furnish the Chief of Air Reserve such assistants from the regular personnel of the Air Corps, or from civilian employees under his jurisdiction, as may be necessary to effectuate the purposes of this Act.

Duties of the Chief of Air Reserve

Sec. 4. It shall be the duty of the Chief of Air Reserve to formulate plans for the supply and training of the Air Reserve, including the provision of airplanes and aeronautical equipment suitable for the training of the Air Reserve; to foster the establishment of suitable airdromes for use of the Air Reserve; to organize the Air Reserve into tactical and administrative units; to prepare regulations for appointments and promotion in the Air Reserve and to prepare estimates of appropriations necessary to provide facilities, equipment, supplies, and training for the Air Reserve, for submission through appropriate channels, to Congress. All appropriations for use of the Air Reserve shall be expended only for the purposes stated and it shall be the duty of the Chief of Air Reserve to supervise such expenditures as to preclude any application of Air Reserve appropriations for other than strictly Air Reserve uses.

Flying Training for the Air Reserve

Sec. 5. The qualified Air Reserve pilots shall be eligible to make practice flights at any airdrome of the Air Corps or Air Reserve under such regulations as the Chief of Air Reserve may promulgate with the approval of the Chief of Air Corps. Provision shall be made for flying practice of not less than six hours per month for any qualified Air Reserve pilot applying therefor.

Provision for Air Reserve Pilots Injured in Practice Flights

Sec. 6. For injuries sustained in practice flights the Air Reserve pilots shall be entitled to the same pay, hospitalization, medical, or other benefits as allowed pilots of the Air Corps for injuries sustained in line of duty. In the event of death from injuries sustained in practice flights, the dependents of the deceased Air Reserve pilot shall be entitled to the same burial, indemnity, or other benefits as allowed de-

pendents of Air Corps pilots fatally injured in line of duty.

Sec. 7. Provisions shall be made to order all Air Reserve pilots who may apply therefor, on such terms as the Chief of Air Reserve may designate, with approval of Chief of Air Corps, to periods of active duty from time to time, which periods of active duty shall embrace intensive instruction in latest Air Corps developments, to the end that Air Reserve pilots may be kept informed of military aeronautical progress.

No Discrimination in Allotment of Flying Privileges

Sec. 8. There shall be no discrimination in the allotment of flying privileges or training between qualified Air Reserve pilots who hold aeronautical rating as pilots of aircraft.

CCC Extension

Official announcement of the President's decision to continue the CCC to the limiting date (March 31, 1935) authorized by law was transmitted to the field this week by the Adjutant General of the Army. The new enrollment period will open April 1 to 16 and last until Sept. 30 to Oct. 15 when the fourth enrollment period will start. There will be a replacement program conduct from July 1 to 20 to bring all companies up to full strength.

The announcement said that the present number of CCC work companies will be maintained without addition or subtraction. There will be no change in the quotas except to provide additional local experienced men in some states of the 8th and 9th Corps Areas.

In the Summer of 1934 a large number of the companies will be moved to new work projects where they will be maintained in tents.

Those who do not reenroll immediately upon their discharge will not thereafter be eligible for reenrollment. The new policy provides that when both the company commander and camp superintendent certify that a man is not eligible for reenrollment their decision shall be final and no appeal can be made therefrom.

Navy Transport Sailings

USS CHAUMONT		
Arrive	Port	Depart
Feb. 11	Canal Zone	Feb. 14
Feb. 17	Port au Prince	Feb. 17
Feb. 18	Guantanamo	Feb. 19
Feb. 24	N.O.B. Norfolk	
USS HENDERSON		
Feb. 10	Manila	March 12
March 18	Guam	March 18
March 30	Honolulu	April 2
April 10	San Francisco	

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Considers Pay Freeze

(Continued from First Page)

President is opposed to complete restoration.

Meanwhile the cost of living, which bears heavily on the services in view of the pay cut, continues to rise.

Retail food prices during the two weeks' period ending Jan. 16 rose by seven-tenths of 1 per cent, according to an announcement made this week by the Bureau of Labor Statistics of the Department of Labor. The index number of the general level of retail food prices for Jan. 16 as reported by Commissioner of Labor Statistics Lubin, rose to 105.2 per cent of the 1913 average as compared with 104.5 per cent on Jan. 2 and 103.9 per cent on Dec. 19, 1933. The present index places retail food prices 10 1/2 per cent above the low point reached in April 1933, when the index stood at 90.4. It is 11 per cent over the index for a year ago, when the index registered 94.8, and within 2 per cent of the high point for the past year, when the index was 107.4 on Sept. 26. As compared with the index for two years ago when it registered 105.8, the current index is less than 4 per cent lower.

Investigate Dealings With Army

The Grand Jury of the District of Columbia has been engaged this week with an investigation of unrevealed charges brought by the Department of Justice concerning dealings with the War Department, apparently in automobile purchases.

The investigation opened with testimony from Assistant Secretary of War Woodring. Other witnesses during the week included a number of representatives of automobile firms and of accessories manufacturing firms.

The first public intimation of the impending investigation came Monday when the following order issued by Assistant Secretary Woodring was made public:

"1. Effective this date, Mr. Joseph Silverman, his firm or firms, and attorneys and agents representing him are hereby barred from doing business with the Office of the Assistant Secretary of War, War Department.

"2. Also effective this date all persons visiting the offices of the Assistant Secretary of War, will be required to register their names and addresses; and all attorneys, agents or representatives of other individuals, firms or businesses will be required to register the name and address of such client they represent in appearing before the Assistant Secretary of War.

"3. Each week a copy of such report shall be filed with the Secretary of War."

Late Monday night Assistant Attorney General William Stanley issued the following formal statement:

"The Secretary of War referred to the Attorney General for consideration certain matters in reference to activities on the part of one Joseph Silverman and his associates in regard to War Department purchases.

"The facts have been carefully investigated by the Department of Justice and as a result of such investigation the Attorney General has forwarded the evidence to United States Attorney Garnett for presentation to the grand jury.

On Tuesday Secretary of War Dern issued a formal statement as follows:

"Several times recently I heard of loose talk about the power of certain lobbies in connection with War Department activities. Most of the talk seemed to emanate from a particular civilian source. As this department lacks authority to make civilian investigations, I asked the Attorney General to look into the matter for me. The information he has obtained is in the hands of the district attorney. I am not at liberty to discuss the matter further."

Following the issuance of this statement Mr. Dern held a conference with the newspaper men at which he was asked:

"Will you comment on reports that one lobbyist was attempting to use influence to have the War Department buy only a certain make of automobile?" Secretary Dern was asked.

"I cannot comment on that," he replied. "Are any Army officers involved in your investigation?"

"Not so far as I know."

"How long has these alleged lobbying activities gone on?"

"To my knowledge they have gone on during the last year."

"Do they involve previous administra-



Maj. Gen. Dennis E. Nolan, USA, commanding general of the Second Corps Area, is shown conversing with Mrs. James Roosevelt, mother of the President, at the Birthday Ball for the President given in the Waldorf-Astoria Hotel, New York, Jan. 30, 1934.

The Selective Service Group of the General Staff of which Col. William H. Rankin, of the William H. Rankin Advertising Agency, is the commander, and

Lt. Col. Carl Byoir and Roy Dickinson members, were responsible for the tremendous success of the Warm Springs Foundation Fund created as a birthday gift for President Roosevelt.

Colonel Byoir was the General Director of the National Committee and had charge of the propaganda throughout the country. Colonel Rankin was responsible for the beautiful souvenir program issued in connection with the New York "Birthday Ball."

tions?"

"To that I have no answer," the Secretary asserted. "My own interest is in clarifying any rumors that have arisen during the time I have been Secretary of War."

"We are jealous of the good name of the War Department," he added, "and it is our desire that this undercover talk about alleged influence be brought into the open and the entire matter thoroughly aired."

Later, at the White House, it was revealed that the President has had a number of complaints concerning War Department contracts and that he had turned these over to the Department of Justice.

It is not expected that the Grand Jury will report before next week.

Adm. Standley on Coast Defense

Admiral W. H. Standley, Chief of Naval Operations speaking Wednesday before the Rotary club of New York City, said that anyone who thinks the Navy has relinquished, or intends to relinquish, the responsibility of coast defense to the Army Air Corps "doesn't know the facts."

The New York *Herald-Tribune* reported that, this part of his speech followed a prepared address, "The Navy on a Business Basis," which was broadcast over Station WJZ and a countrywide network of the National Broadcasting System.

The reason for such propaganda, he added, according to the *Herald-Tribune*, is a current attempt to revive sentiment for an air force separate from the Army and Navy, and on an equal footing with these established branches of America's national defense system. He said that the battleship "still is the backbone of any fleet, particularly that of the United States," asserting that the Navy's job is to protect the interests of the country on the high seas, whether danger threatens "a mile or 500 miles offshore."

"When the Morrow aircraft board gave us our five-year building program in 1926," he said, "the Navy's stand was that aerial operations at sea would be in the hands of seafaring men who could tell a boat when they saw one and what sort of boat it was. I want to tell you now where we stand, definitely and emphatically; and it is that we are more strongly than ever under the same conviction."

"The Navy will fight bitterly against any such move as is now contemplated

for an independent, united air force, and if you gentlemen want to see the efficiency of your Navy destroyed take her own air force away from her."

Admiral Standley said that there inevitably were areas of "overlapping responsibility" in the problem of coast defense, but that the Joint Army-Navy Board had worked out a co-ordinated scheme of action covering every contingency which could arise and had the procedure to be followed in any given situation written down in a booklet for guidance of both services. He said that no matter how far the "first line of defense" of any other part of the country's defense system would extend in time of war, the Navy's will "be found just a little bit farther out in the direction from which the enemy will come."

N. Y. Gets Colonel Hammond

Col. Thomas W. Hammond, USA-Ret., was sworn in as New York's Deputy Commissioner of Sanitation, on Feb. 6, by Mayor F. H. LaGuardia. Colonel Hammond retired from the Army recently after more than 30 years service.

Colonel Hammond, who is staying at the Hotel Astor, already has been at work at the department's offices in the Municipal Building for two days before he was sworn in. He first met Mayor LaGuardia in 1919, when he was assigned by the War Department as liaison officer with the Military Affairs Committee of the House of Representatives, of which Mr. LaGuardia was a member, on an inspection tour in France, and, later, around Army posts in this country.

Subsequently, Colonel Hammond has for about three weeks been acting the Mayor in coordinating the various city departments with the CWA of New York City and acting as liaison between the Mayor and the state CWA.

Chemical Warfare School

Edgewood Arsenal, Md.—Students at the line and staff officers' course, Feb. 4 to April 27, 1934, at the Chemical Warfare school here, are as follows:

Lieutenant Colonel—Sherman Miles, FA.

Major—Gordon A. Clapp, MC. Captains—John H. Fye, FA, Stewart B. O'Neill, USMC, William Mayer, OWS, (FA.), Charles C. Brown, FA, and Wil-

liam B. Lowery, Inf.

1st Lieutenants—Melton A. Hatch, CAC, William D. Long, Inf., Lyman G. Miller, USMC, Frank D. Weir, USMC, Harrod G. Miller, SC, James W. Mos-teller, Jr., CAC, Maurice W. Hale, VC, George L. Richon, SC, and Frank T. Ostenberg, CAC.

2d Lieutenant—Kai E. Rasmussen, CAC.

Status of Promotion

ARMY PROMOTION STATUS

Promotions and Vacancies on the Promotion List (Cumulative) since February 2, 1934.

Last promotion confirmed to the grade of Col.—Charles A. Hunt, Inf., No. 38, No. 39, Page 160. Last nomination to the grade of Col.—Warren T. Hannum, CE. Vacancies—None. Senior Lt. Col.—Robert R. Ralston, CE.

Last promotion confirmed to the grade of Lt. Col.—Donald M. Beere, FA, Page 162, No. 633. Last nomination to the grade of Lt. Col.—Thomas B. Catron, 2d, Inf. Vacancies—None. Senior Major—Jacob L. Devers, FA.

Last promotion confirmed to the grade of Major—Vincent S. Burton, Inf., No. 2378, Page 168. Last nomination to the grade of Major—Frank M. Child, Inf., No. 2384. Vacancies—None. Senior Capt.—Hurley E. Fuller, Inf.

Last promotion confirmed to the grade of Capt.—Thomas S. Gunby, FA, No. 5864, Page 181. Last nomination to the grade of Capt.—John D. Barker, AC, No. 5878. Vacancies—None. Senior 1st Lt.—James A. Durnford, QMC.

Last promotion confirmed to the grade of 1st Lt.—John S. Mills, AC, No. 8556. Last nomination to the grade of 1st Lt.—Nathan B. Forrest, Jr., AC, No. 8573. Page 190. Vacancies—None. Senior 2nd Lt.—Edward M. Markham, Jr. CE.

NAVY PROMOTION STATUS

Feb. 2, 1934

The following shows the name of the junior officer in the ranks indicated:

Rear Adm. Adolphus Andrews, Capt. J. S. Barleon, Comdr. H. V. Bryan, Lt. Comdr. C. R. Jeffs, Lt. D. L. Francis.

Medical Corps

Rear Adm. James C. Pryor, Capt. J. B. Pollard, Comdr. V. H. Carson, Lt. Comdr. H. C. Johnston, Lt. T. F. Wehnert.

Dental Corps

Comdr. T. L. Sampsell, Lt. Comdr. H. G. Ralph, Lt. E. H. Delaney.

Supply Corps

Rear Adm. G. G. Serbels, Capt. J. H. Knapp, Comdr. H. G. Bowerdine, Lt. Comdr. D. F. Zimmerman, Lt. A. P. Randolph, Lt. (jg) C. T. Abbott.

Chaplain Corps

Capt. E. A. Duff, Comdr. T. L. Kirkpatrick, Lt. Comdr. J. M. Hester, Lt. G. L. Markle.

Construction Corps

Rear Adm. H. G. Gillmor, Capt. A. J. Chantry, Jr., Comdr. B. S. Bullard, Lt. Comdr. A. S. Pitre, Lt. J. J. Scheibeler.

Civil Engineer Corps

Rear Adm. R. E. Bakenhus, Capt. R. Whitman, Comdr. H. F. Brunns, Lt. Comdr. R. R. Yates, Lt. W. B. Short.

MARINE CORPS PROMOTION STATUS

Feb. 2, 1934

Last Commissioned Last to make number

Walter N. Hill Russell B. Putnam, APM

Lieutenant Colonel

Edward A. Osterman Julian P. Willeox

Major

Fred G. Patchen Fred G. Patchen

Captain

George Esau Augustus H. Fricke

First Lieutenant

Alan Shapley John C. Munn

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Study Army Air Purchases

The House Military affairs committee in its investigation into the National Defense turned its attention yesterday to possible interference by the General Staff into specifications for Army aircraft.

Representative W. Frank James, ranking republican on the committee, questioned Assistant Secretary of War Woodring and Brig. Gen. W. Conger Pratt, assistant chief of air corps, as to details of the recent bids invited for the aircraft to be purchased from Public Works funds. Mr. James read figures which he had been furnished as to requirements of speed, range and ceiling desired by the Chief of Air Corps and lower requirements as to these characteristics contained in the specifications finally approved, and asked who was responsible for the lowering of these requirements. His figures showed that a minimum speed of 235 miles an hour, a cruising radius of 500 miles, and a ceiling of 27,800 feet had been recommended by the Chief of Air Corps, while the final specifications were for a speed of 176 miles an hour, a range of 400 miles and a ceiling of 18,700 feet.

Assistant Secretary Woodring declared that to his knowledge Maj. Gen. B. D. Foulis had not made any recommendations as to requirements but that he had desired to buy one specific type of plane from one specific manufacturer under a negotiated contract, which plane might have had these characteristics. He went on to say that it had been desired to buy these planes under competitive bids rather than a negotiated sale and that after considerable discussion the Air Corps itself had drawn the approved specifications.

"What I am anxious to know," Mr. James then said, "is whether the Chief of Air Corps' recommendations were changed by the General Staff, your office, or anyone else."

"Absolutely not," replied Mr. Woodring, "the only change was made by the Air Corps in order to get competitive bidding. We followed the Air Corps recommendations 100 per cent. The General Staff specifies the number and types of planes to be purchased. The Air Corps then draws up the technical requirements and specifications and we only handle the buying in a supervisory capacity. Under the competitive bids now being studied it will be possible to buy the type of plane which General Foulis originally wanted. If we had specified that the requirement such as you mentioned, Mr. James, we might as well have bought them under a negotiated sale as there would have been no competition."

The committee also went into the question of excessive profits by aircraft manufacturers in selling planes to the Army. General Pratt told the committee of cases in which the Air Corps after auditing the company's books, had forced the return of part of these profits to the government. Mr. Woodring testified that since the 1926 air craft procurement act had gone into effect \$61,000,000 worth of aircraft had been bought by the Army at an average profit of 19.8 per cent. He said that in the last three and a half years, however, the profit had been cut down to 8.9 per cent covering approximately \$24,000,000.

Yesterday afternoon General Pratt under questioning from Representative James revealed that he and General Foulis had opposed the purchase of the planes now being bought under Public Works funds by competitive bids. General Pratt said that he was called into a conference attended by Assistant Secretary Woodring, General MacArthur, General Drum, General Foulis and others and asked for his views as to buying the planes by competitive bids. He told the committee that the idea of holding competitive bids but allowing the air Corps to buy the planes desired regardless of the low bidder would be all right but that he was afraid that some legal requirement might be interpreted to force them to take planes they did not want. He said that General Foulis had agreed with him. It also

was contended that the General Staff had overruled one of the Air Corps recommendations as to types of planes to be bought, turning down the request for some "frontier defense" aircraft. The bids for the planes being constructed under PWA funds are now under study and decision probably will be made within two or three weeks, it was said.

Army Reserve Notes

A refreshing view of the United States' system of maintaining reserve forces is obtained in the current issue of the Army, Navy and Air Force Gazette, published in London. The Gazette prints a descriptive article by Lt. Col. E. E. Bennett, CAC, USA, on the subject, "The Reserve Officers of the U. S. A."

The editor of the British magazine commenting on the United States system says:

As the U. S. A. is a country which is equally peace-loving and where the military system most closely approximates to our own, the situation there has been explored to see what is being done, and whether we might not "get some tips." The well-informed article which appears in this issue is indeed full of them. There we see a reserve corps of officers of 100,000, which

allows for a national expansion certainly as great as could possibly be required in the first year of a war such as the last. The cost to the Government is very small and could easily and profitably be borne in our existing estimates by the exclusion from them of the out-of-date, the useless and the superfluous; it consists of a small subsidy to university students who undertake certain obligations and the pay of some 20,000 officers during a fortnight's camp once a year. Other instructional costs seem to be borne by the Regular Army, which provides both material and instructors. The total annual cost if the system were applied here would be in the neighborhood of a quarter of a million sterling. This Reserve Corps of Officers, originally formed from officers who had returned from France, is now very largely recruited from the Reserve Officers Training Corps, which is similar to our O.T.C. It is kept efficient by allowing officers to remain in it for five years only, unless they qualify for a further five. Promotion is quick, but depends on written and practical examinations, the former of which we have not had the courage to introduce even for our main organ of military defence, the Territorial Army. Theoretical training is provided by correspondence courses which cover requisite knowledge from 2nd Lieutenant to Colonel, a method long ago recommended in these columns, and in addition Regular officers play the part of instructor in lectures and other ways. Films play an important part in this training, though in this enlightened development Soviet Russia seems to

lead both in the quantity used and in having developed the colored talkie as the method to be standardized.

It should be noted that there are no troops in this reserve, but that the officers are grouped in cadre units which can be filled at once on mobilization. If such a precaution as this is necessary in the U. S. A., which, on account of its insular position, still little affected by air development, has always the option of joining or not joining in a war, how much more is it so for us, who have now lost our insularity and who are bound by various treaty agreements to take our stand among the war chariots of Europe?

The Adjutant general of the Army has announced that "First Lieutenants of Medical and Dental Corps Reserve and Second Lieutenants of the Veterinary and Sanitary Corps Reserve, who are not tendered reappointment by reason of failure to qualify for reappointment with active duty, promotion, and assignment privileges, will be required to undergo the examination prescribed for their respective sections as prescribed in letter of April 25, 1932, A. G. 210.1 O. R. C. (4-25-32) Res., for Certificate of Capacity in the same grade, in order to qualify for new appointment with full privileges."

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